



**Department of  
Transportation**

# **HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT – CONTRACT 3**

## **DESIGN-BUILD PROJECT**

**PIN X731.65, Contract D900055**

### **Request for Proposals**

**Addendum #9**

**July 29, 2022**

Modification to the Request for Proposals  
HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT – CONTRACT 3  
Design-Build Project  
PIN X731.65, Contract D900055

**Note to Proposers**

Differences between the deleted pages and the revised pages have been identified as follows:

- Brackets have been inserted on the left-hand margin of the pages to indicate where changes have been made to the documents; and
- Text additions have been shown in underlined red font and text deletions have been shown in crossed out red font.

**General Instructions**

Delete page A-3 of the Instructions to Proposers, Appendix A, Project Information, and substitute the attached page A-3.

Delete Form PA of the Instructions to Proposers, Appendix E, Forms, and substitute the attached Form PA.

Delete Form WPS of the Instructions to Proposers, Appendix E, Forms, and substitute the attached Form WPS.

Delete pages 11, 18, 141, 164, 189, and 220 of the DB Contract Documents, Part 3, Project Requirements, and substitute the attached revised pages 11, 18, 141, 164, 189, and 220.

Delete HC-140 Utility Work Agreement, NYCDEP Water of the DB Contract Documents, Part 4, Utility Requirements, Appendix C, Preliminary DB Utility Work Agreements and substitute the attached HC-140 Utility Work Agreement, NYCDEP Water.

Delete HC-140 Utility Work Agreement, NYCDEP Sewer of the DB Contract Documents, Part 4, Utility Requirements, Appendix C, Preliminary DB Utility Work Agreements and substitute the attached HC-140 Utility Work Agreement, NYCDEP Sewer.

Delete page C-8 of the DB Contract Documents, Part 4, Utility Requirements, Appendix C, Preliminary DB Utility Work Agreements, and substitute the attached revised page C-8.

Add the attached FDNY – Letter of No Objections to the DB Contract Documents, Part 4, Utility Requirements, Appendix C, Preliminary DB Utility Work Agreements.

Add the attached page C-9 to the DB Contract Documents, Part 4, Utility Requirements, Appendix C, Preliminary DB Utility Work Agreements.

Delete Indicative Utility Plans UTN-04, UTS-02, UTS-03, and UTW-03 of the DB Contract Documents, Part 4, Utility Requirements, Appendix C, Indicative Utility Plans, and substitute the attached revised Indicative Utility Plans UTN-04, UTS-02, UTS-03, and UTW-03.

Delete page 69 of the DB Contract Documents, Part 5, Special Provisions, and substitute the attached

revised page 69.

Delete Directive Plans RP-04 and PRK-01 of the DB Contract Documents, Part 6, RFP Plans, and substitute the attached revised Directive Plan RP-04 and PRK-01.

Delete Indicative Plans TYP-14, TYP-15, PRO-11, PRO-12, RWP-08, RWA-1, FP-01, and FP-02 of the DB Contract Documents, Part 6, RFP Plans, and substitute the attached revised Indicative Plans TYP-14, TYP-15, PRO-11, PRO-12, RWP-08, RWA-1, FP-01, and FP-02.

Delete Indicative Plan UP-06 of the DB Contract Documents, Part 6, RFP Plans.

No other provision of the solicitation is otherwise changed or modified.

**A3.0 PROJECT LABOR AGREEMENT**

The Department has undertaken a due diligence study to determine whether there will be a public benefit to implementation of a Project Labor Agreement (PLA) for the Project and has concluded that a PLA is warranted. The agreement to be entered into between the Design-Builder and appropriate trade unions will be prepared and provided to the Proposers in the Final RFP or by Addendum. Any provision in the RFP inconsistent with the provisions of an approved PLA shall be superseded by the PLA to the greatest extent permitted by federal or state law.

**A4.0 REFERENCE DOCUMENTS**

Reference Documents include but are not limited to the following Documents:

- A) As-built or Record Plans;
- B) Existing Utility Plans;
- C) Bridge Inspection Reports;
- D) Final Design Report/Final Environmental Impact Statement

Reference Documents are located at the following Web site address:

<https://www.dot.ny.gov/main/business-center/designbuildproject55>

**A5.0 PROCUREMENT SCHEDULE****A5.1 ANTICIPATED PROCUREMENT SCHEDULE**

The Department anticipates the following procurement schedule for the Contract:

Activity	Date
Draft RFP Informational Meeting	Week of March 21, 2022
Final RFP to Shortlisted Firms	April 14, 2022
Date Proposers may start submitting ATCs for review	April 18, 2022
Proposal period one-on-one meetings with all Proposers.	April 18 – July 15, 2022
Final date for Proposers to submit new ATC's for review	June 16, 2022
Final date for requests for changes to Proposer's organization and personnel	June 15, 2022
Final date for Proposers to submit revised ATCs for final review	June 30, 2022
Final date for Department's responses to new ATCs submitted for review	June 22, 2022
Final date for Department's responses to revised ATCs submitted for review	July 6, 2022
Final date for receipt of Proposer questions	<del>August 1</del> July 28, 2022
Final date for Proposers to respond to conditional approval of ATC's	July 15, 2022



**FORM PA**

**STEEL/IRON PRICE ADJUSTMENT DECLARATION**

(To be submitted with Volume 34 of Proposal)

Price Adjusted Feature	Features/Locations	Opt-In? (yes or no)
Material Spec 709-13 – <i>Stainless Steel Bar Reinforcement for Structures</i>	Concrete Decks, Approach Slabs, Barriers, and Substructures for: BIN 1066669, Ramp SN, Ramp SS	
Material Spec 709-04 – <i>Epoxy- Coated Bar Reinforcement for Structures</i>	Substructures for: BIN 1066669, Ramp SN, Ramp SS Retaining Walls At-grade Barriers and PCC Pavement	
Material Spec 715-01 – <i>Structural Steel</i>	Girders, Stiffeners, and Diaphragms for: BIN 1066669, Ramp SN, Ramp SS	

We/I, the undersigned, understand that by writing yes in the opt-in column, signing this form, we are declaring our intent to apply the Specification – Item 800.16000115 – Design-Build – Steel/Iron Price Adjustment and Special Provision SP-20 for Steel/Iron Price Adjustment to this Design-Build Contract and agree to comply with the terms and conditions for participation as stated in the aforementioned Specification and Special Provision. The signed Form PA shall be submitted with the Price Proposal.

Signed:

Printed  
name:

Title:

Date:

*(To be executed by the Proposer's designated Lead Principal Participant)*

**New York State Department of Transportation**

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For contracts signed in New York State

State of New York    )

County of \_\_\_\_\_ ss.:

On the \_\_\_\_\_ day of \_\_\_\_\_ in the year 20\_\_\_\_, before me, the undersigned, personally appeared \_\_\_\_\_, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name (s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.

\_\_\_\_\_  
Notary Public

My commission expires: \_\_\_\_\_

For contracts signed **outside** New York State

State of \_\_\_\_\_)

County of \_\_\_\_\_ ss.:

On the \_\_\_\_\_ day of \_\_\_\_\_ in the year 20\_\_\_\_, before me, the undersigned, personally appeared \_\_\_\_\_, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument, and that such individual made such appearance before the undersigned in \_\_\_\_\_.  
(insert the city or other political subdivision and the state or country or other place the acknowledgement was taken).

\_\_\_\_\_  
Notary Public

\_\_\_\_\_  
(Signature and office of individual taking acknowledgement)

My commission expires: \_\_\_\_\_

**FORM WPS**  
**WORK PAYMENT SCHEDULE**

<b>WORK PAYMENT SCHEDULE NO. 1 – ITEM 800.06000115</b> <b>BRUCKNER EXPRESSWAY BRIDGE REHABILITATION AND WIDENING</b> <b>BENT 133 TO BENT 142 (EXCLUDING BENT 142)</b>		
<b>WORK ITEM</b>	<b>MAXIMUM PERCENT OF LUMP SUM PRICE</b>	<b>PERCENT OF LUMP SUM PRICE (To be completed by D-B)<sup>(1)</sup></b>
Work Zone Traffic Control	10%	
Demolition and Removal of Existing Concrete Deck, Parapets, Railing, and Drainage System	15%	
<u>Modification of Existing Structure</u>	<u>5%</u>	
Jacking and Removal of Existing Bearings and Pedestals	5%	
Removal of Existing Lighting, Signage, Overhead Sign Structure, VMS, and Installation of Temporary Lighting, Signage and Sign Structures	5%	
Construct New Substructures and Foundations for Widening	15%	
Construct New Superstructure for Bridge rehabilitation and Widening	25%	
Construct New Pedestals and Bearings	5%	
Concrete Deck Construction, Including Deck Widening, Concrete Barriers and Drainage System	25%	
Remove Existing Temporary Precast Barriers from Bent 129 to Bent 133 at the Median and WB side and Install Permanent Concrete Barriers	5%	
Install Bridge Lighting, ITS, VMS, Signage, Overhead Sign Structures, and Striping	5%	
Superstructure painting and Substructure sealing	10%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-09)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-09)	2% (fixed)	2% (fixed)

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<b>WORK PAYMENT SCHEDULE NO. 2 – ITEM 800.06000215</b> <b>BRUCKNER EXPRESSWAY BRIDGE RECONSTRUCTION</b> <b>BENT 142 TO NEW ABUTMENT</b>		
<b>WORK ITEM</b>	<b>MAXIMUM PERCENT OF LUMP SUM PRICE</b>	<b>PERCENT OF LUMP SUM PRICE (To be completed by D-B)<sup>(1)</sup></b>
Work Zone Traffic Control	10%	
Construct New Substructures and Foundations from Bent 142 to New Abutment including Widening	25%	
Demolition and Removal of Existing Concrete Deck, Parapets, Railing, and Drainage System	15%	
Demolition and Removal of Existing Substructures and Superstructure	15%	
Construct New Superstructure from Bent 142 to New Abutment including Widening	25%	
Construct New Pedestals and Bearings from Bent 142 to New Abutment	5%	
Construct New Concrete Deck including Barriers, impact attenuators and Drainage System	15%	
Construct Mainline New Abutment, including Concrete Pavement and Approach Slab	10%	
Install Bridge Lighting, ITS, Signage, and Striping	5%	
Superstructure painting and Substructure sealing	5%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-09)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-09)	2% (fixed)	2% (fixed)

**New York State Department of Transportation**

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<b>WORK PAYMENT SCHEDULE NO. 3 – ITEM 800.06000315</b> <b>EB BRUCKNER EXPRESSWAY EXIT RAMP TO SHERIDAN BLVD - RAMP SN</b> <b>BENT 145A TO BENT 165</b>		
<b>WORK ITEM</b>	<b>MAXIMUM PERCENT OF LUMP SUM PRICE</b>	<b>PERCENT OF LUMP SUM PRICE (To be completed by D-B)<sup>(1)</sup></b>
Work Zone Traffic Control	10%	
Construct Ramp SN Approach between Bent 165 and Sheridan Blvd. Abutment and Install Permanent Concrete Barriers	5%	
Construct New Substructures and Foundations	30%	
Construct New Superstructure	50%	
Construct New Pedestals and Bearings	5%	
Construct New Concrete Deck including Barriers and Drainage System	15%	
Install Bridge Lighting, ITS, Signage, Overhead Sign Structures and Striping	5%	
Superstructure painting and Substructure sealing	5%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-09)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-09)	2% (fixed)	2% (fixed)

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<b>WORK PAYMENT SCHEDULE NO.4 – ITEM 800.06000415</b> <b>WB BRUCKNER EXPRESSWAY ENTRANCE RAMP FROM SHERIDAN BLVD - RAMP SS</b> <b>BENT 145A TO BENT 165</b>		
<b>WORK ITEM</b>	<b>MAXIMUM PERCENT OF LUMP SUM PRICE</b>	<b>PERCENT OF LUMP SUM PRICE (To be completed by D- B)<sup>(1)</sup></b>
Work Zone Traffic Control	10%	
At-Grade Work to Accommodate Ramp SS foundations near NYCT subway tunnel	5%	
Construct Ramp SS Approach between Bent 165 and Sheridan Blvd. Abutment and Install Permanent Concrete Barriers	5%	
Construct New Substructures and Foundations	30%	
Construct New Superstructure	50%	
Construct New Pedestals and Bearings	5%	
Construct New Concrete Deck including Barriers and Drainage System	20%	
Install Bridge Lighting, ITS, Signage, and Striping	5%	
Superstructure painting and Substructure sealing	5%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-09)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-09)	2% (fixed)	2% (fixed)

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<b>WORK PAYMENT SCHEDULE NO.5 – ITEM 800.06000515</b> <b>BRYANT AVENUE PEDESTRIAN BRIDGE RECONSTRUCTION</b>		
<b>WORK ITEM</b>	<b>MAXIMUM PERCENT OF LUMP SUM PRICE</b>	<b>PERCENT OF LUMP SUM PRICE (To be completed by D- B)<sup>(1)</sup></b>
Work Zone Traffic Control	10%	
Demolition and Removal of Existing Concrete Deck, Parapets, Railing, and Drainage System	10%	
Remove Existing Superstructures	10%	
Remove Existing Substructures and Existing Ramp Approach Fill Structure	10%	
Construct New Substructures, Foundations, and Ramp Approach Fill Structure	20%	
Construct New Superstructure	35%	
Construct New Pedestals and Bearings	5%	
Construct New Concrete Deck including Bridge railing, fence, and Drainage System	20%	
Install Bridge Lighting and Signage	5%	
Superstructure painting and Substructure sealing	5%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-09)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-09)	2% (fixed)	2% (fixed)

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<b>WORK PAYMENT SCHEDULE NO. 6 – ITEM 800.06000615</b> <b>WB BRUCKNER EXPRESSWAY TEMPORARY BRIDGE</b>		
<b>WORK ITEM</b>	<b>MAXIMUM PERCENT OF LUMP SUM PRICE</b>	<b>PERCENT OF LUMP SUM PRICE (To be completed by D- B)<sup>(1)</sup></b>
Work Zone Traffic Control	10%	
At-Grade Work to Accommodate Temporary Bridge Reconstruction	5%	
Construct Temporary Bridge Approach, including Concrete Pavement, Approach Slab, Retaining Walls, and Fill	10%	
Construct Temporary Bridge Substructures and Foundations	15%	
Construct Temporary Bridge Superstructure	30%	
Construct Temporary Bridge Concrete Deck including Bridge Railing and Drainage System	20%	
Install Bridge Lighting, Signage, and Striping	5%	
Maintenance of Temporary Bridge	10%	
Demolition and removal of Temporary Bridge	15%	
At-Grade Restoration and Reconstruction	5%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	1% (fixed)
Final Acceptance (Per DB §109-09)	1% (fixed)	2% (fixed)
Final Agreement (Per DB §109-09)	2% (fixed)	2% (fixed)



**New York State Department of Transportation**

<b>WORK PAYMENT SCHEDULE NO.7 – ITEM 800.06000715</b> <b>BRUCKNER EXPRESSWAY, RAMPS TO AND FROM SHERIDAN BLVD, AND RAMP N</b> <b>DEMOLITION</b> <b>BENT 142 TO BENT 165</b>		
<b>WORK ITEM</b>	<b>MAXIMUM PERCENT OF LUMP SUM PRICE</b>	<b>PERCENT OF LUMP SUM PRICE (To be completed by D- B)<sup>(1)</sup></b>
Work Zone Traffic Control	10%	
Demolition and Removal Ramp M from Bent 139 to Existing Abutment including Superstructures and Substructures, Abutment and Retaining walls, and Existing Ramp Approach Fill Structure	15%	
Demolition and Removal of Ramps to and from Sheridan Blvd from Bent 142 to Bent 165 including Superstructures and Substructures	60%	
Demolition and Removal Ramp P including Superstructures and Substructures, Abutment and Retaining walls	15%	
Demolition and Removal of Ramp N including Superstructures and Substructures, Abutment and Retaining walls, and Existing Ramp Approach Fill Structure	15%	
Demolition of Existing Shed at Bent 144 Hunts Point Ave Intersection	5%	
Remove Existing Lighting, Overhead Sign Structures, Signage, and Impact Attenuators	5%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-09)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-09)	2% (fixed)	2% (fixed)

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<b>WORK PAYMENT SCHEDULE NO. 8 – ITEM 800.06000815</b> <b>BRUCKNER BOULEVARD ROADWAY RECONSTRUCTION</b> <b>BENT 134 TO ALDUS STREET</b>		
<b>WORK ITEM</b>	<b>MAXIMUM PERCENT OF LUMP SUM PRICE</b>	<b>PERCENT OF LUMP SUM PRICE (To be completed by D-B)<sup>(1)</sup></b>
Work Zone Traffic Control	10%	
Construction of New Water Mains, Combined Sewer and Drainage Systems	20%	
Relocation of Utilities	5%	
Pavement Reconstruction including Hunts Point Ave Intersection, EB Bruckner Blvd and WB Bruckner Blvd.	20%	
Pavement Milling and Resurfacing	15%	
Construction of Curbs extension and Sidewalks including New concrete barriers, Steel faced curbs and New Curb Ramps	10%	
Median Reconstruction, Including Concrete Walkways, Asphalt Non-Walkable Area, and Shared-Use Path	10%	
Construction of parking area under Bruckner Expressway from Hunts Point Ave to New Abutment including installation of concrete barriers with Decorative Fence, gates, underdeck lighting and pavement	10%	
Rehabilitation of the Retaining Wall along the Amtrak ROW and Construction of New Retaining walls, including Installation of Railroad Fence, Clearing and Grubbing, and Placing Gravel	10%	
<u>Replacement of Section of Combined Sewer (18" VCP)</u>	<u>5%</u>	
Install Roadway Lighting, Underdeck Lighting, Landscaping Work and Fencing, Signage, and Striping	5%	
Install ITS System, New Traffic Signal, and Modify Existing Signals	5%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-09)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-09)	2% (fixed)	2% (fixed)

**New York State Department of Transportation**

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<b>WORK PAYMENT SCHEDULE NO. 9 – ITEM 800.06000915</b> <b>BRUCKNER EXPRESSWAY ROADWAY RECONSTRUCTION</b> <b>NEW ABUTMENT TO BRIDGES OVER AMTRAK</b>		
<b>WORK ITEM</b>	<b>MAXIMUM PERCENT OF LUMP SUM PRICE</b>	<b>PERCENT OF LUMP SUM PRICE (To be completed by D-B)<sup>(1)</sup></b>
Work Zone Traffic Control	10%	
Removal of Existing Pavement, Lighting, Striping, Overhead Sign Structures, and Signage	10%	
Construction of New Water Mains, Combined Sewer and Drainage Systems	10%	
Relocation of Utilities	5%	
Pavement Reconstruction from New Abutment to Bridges over Amtrak including Concrete barriers	40%	
Replacement of western approach slabs at Railroad Bridge including Concrete Barriers and Sidewalks	10%	
Construct Mainline Retaining Walls and Approach Fill including GRES walls during construction	25%	
Install Roadway Lighting, Overhead Sign Structures, Signage, and Striping	10%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-09)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-09)	2% (fixed)	2% (fixed)

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- (1) Percent of Lump Sum Price to be completed by Proposer. Total percent for all Work Items shall equal 100%
- (2) Subsequent to Selection of Best Value, the Design-Builder may submit to the Department a more detailed Work Payment Schedule which breaks individual work items into multiple stages, for the Department's review and acceptance. However, the sum of the percentages proposed for each stage shall equal the percentage for that work item submitted by the Design-Builder included on Form WPS, and in no case shall the payment for any individual stage be more than 50% nor less than 10% of the total percentage bid for that work item.
- (3) Payment will be verified through the CPM Cost Loaded schedule per SP-8 and SP-3

**New York State Department of Transportation**

<b>WORK PAYMENT SCHEDULE NO. 1 – ITEM 800.06000115 BRUCKNER EXPRESSWAY BRIDGE REHABILITATION AND WIDENING BENT 133 TO BENT 142 (EXCLUDING BENT 142)</b>		
<b>WORK ITEM</b>	<b>MAXIMUM PERCENT OF LUMP SUM PRICE</b>	<b>PERCENT OF LUMP SUM PRICE (To be completed by D-B)<sup>(1)</sup></b>
Work Zone Traffic Control	10%	
Demolition and Removal of Existing Concrete Deck, Parapets, Railing, and Drainage System	15%	
<u>Modification of Existing Structure</u>	<u>5%</u>	
Jacking and Removal of Existing Bearings and Pedestals	5%	
Removal of Existing Lighting, Signage, Overhead Sign Structure, VMS, and Installation of Temporary Lighting, Signage and Sign Structures	5%	
Construct New Substructures and Foundations for Widening	15%	
Construct New Superstructure for Bridge rehabilitation and Widening	25%	
Construct New Pedestals and Bearings	5%	
Concrete Deck Construction, Including Deck Widening, Concrete Barriers and Drainage System	30%	
Remove Existing Temporary Precast Barriers from Bent 129 to Bent 133 at the Median and WB side and Install Permanent Concrete Barriers	5%	
Install Bridge Lighting, ITS, VMS, Signage, Overhead Sign Structures, and Striping	5%	
Superstructure painting and Substructure sealing	10%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-09)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-09)	2% (fixed)	2% (fixed)

**New York State Department of Transportation**

<b>WORK PAYMENT SCHEDULE NO. 8 – ITEM 800.06000815</b> <b>BRUCKNER BOULEVARD ROADWAY RECONSTRUCTION</b> <b>BENT 134 TO ALDUS STREET</b>		
<b>WORK ITEM</b>	<b>MAXIMUM PERCENT OF LUMP SUM PRICE</b>	<b>PERCENT OF LUMP SUM PRICE (To be completed by D-B)<sup>(1)</sup></b>
Work Zone Traffic Control	10%	
Construction of New Water Mains, Combined Sewer and Drainage Systems	20%	
Relocation of Utilities	5%	
Pavement Reconstruction including Hunts Point Ave Intersection, EB Bruckner Blvd and WB Bruckner Blvd.	20%	
Pavement Milling and Resurfacing	15%	
Construction of Curbs extension and Sidewalks including New concrete barriers, Steel faced curbs and New Curb Ramps	10%	
Median Reconstruction, Including Concrete Walkways, Asphalt Non-Walkable Area, and Shared-Use Path	10%	
Construction of parking area under Bruckner Expressway from Hunts Point Ave to New Abutment including installation of concrete barriers with Decorative Fence, gates, underdeck lighting and pavement	10%	
Rehabilitation of the Retaining Wall along the Amtrak ROW and Construction of New Retaining walls, including Installation of Railroad Fence, Clearing and Grubbing, and Placing Gravel	10%	
<u>Replacement of Section of Combined Sewer (18" VCP)</u>	<u>5%</u>	
Install Roadway Lighting, Underdeck Lighting, Landscaping Work and Fencing, Signage, and Striping	5%	
Install ITS System, New Traffic Signal, and Modify Existing Signals	5%	
Punch list work, Site Cleanup and Restoration	2% (fixed)	2% (fixed)
Final Acceptance (Per DB §109-09)	1% (fixed)	1% (fixed)
Final Agreement (Per DB §109-09)	2% (fixed)	2% (fixed)

repairs needed to return the substructure element to a satisfactory condition will be paid for by the Department under the Extra Work Item.

The vertical distance from the top of bridge seat to the bottom of superstructure shall not exceed 2'-6" on new or modified spans. Steel bolsters are not permitted.

Abutments: The tops of all new and existing bridge seats, all bearing pedestal surfaces, and the backwall tops and face below expansion joints shall be coated with penetrating type protective sealers. When an expansion joint is located at an abutment, stainless steel reinforcement shall be used in the backwall, pedestals, bridge seat, and top 2 ft. of the front face of the stem. Reinforcing bars that extend from the abutment stem into the backwall below expansion joints shall be stainless steel.

In addition to the pile types allowed for integral abutments in Article 11.2.1 of the NYSDOT Bridge Manual, the use of drilled shafts is permitted. An integral abutment refined analysis is required when using drilled shafts as piles.

For discrepancies that exist between the NYSDOT Bridge Manual Section 11.2.1, Integral Abutments, and the NYSDOT BD Sheets, the NYSDOT Bridge Manual shall govern. Additionally, the NYSDOT BD Sheets on integral abutments are amended as follows:

- 1) Pre-excavating holes at pile locations and backfilling with cushion sand is not required.
- 2) A horizontal construction joint between the backwall and deck is prohibited. If necessary, a vertical construction joint may be located 9 ft. into the span as shown on BD-ID4E.
- 3) Where it is appropriate to be used, the "Temporary Steel Girder Support" shown on BD-ID2E shall be designed for all applicable loading, and the plate and bolt dimensions shall not be less than those shown.

Piers: Existing piers do not need to be designed for collision forces.

~~Pier 165 shall be designed to meet all requirements for new piers. Pier 165 was designed in Contract 1 to accommodate the span arrangement shown in Contract 3, Part 6 Indicative Plans. Should the Design-Builder modify the span arrangement and/or fixity, the Design-Builder shall demonstrate that Pier 165 meets all requirements for a new substructure.~~

The Bryant Avenue pedestrian bridge Pier 2 was designed in Contract 1 to accommodate the span arrangement shown in Contract 3, Part 6 Indicative Plans. Should the Design-Builder modify the span arrangement and/or fixity for Spans 3 to 6, the Design-Builder shall demonstrate that Pier 2 meets all requirements for a new substructure.

New pier footing to column, and column to cap, connections shall provide full moment continuity. The use of bearings or hinges below the bridge seat elevation is prohibited.

Pier Caps: The tops of all piers and bearing pedestal surfaces below expansion joints shall be coated with penetrating type protective sealers. For pier caps and pedestals below expansion joints, all reinforcement shall be stainless steel except for column reinforcement that extends into the capbeam.

Existing Bridge Abutments along Railroad: Repair deficient concrete in accordance with the Directive Plans. Payment for all work will be made under Item 800.06080115 Concrete Retaining Wall Repair Work – Directive Repairs, and the price bid should be based upon the total quantity shown including contingency. Concrete repairs that may be required beyond the square footage shown in Part 6, including the contingency amount, will be paid for by drawing down from the Concrete Substructure Repair Work – Unanticipated Repairs Item 800.06070015. Reinforcement damaged by concrete removal operations are the responsibility of the Design-Builder and shall be repaired to the satisfaction of the CQAE at no additional cost to the Department.

- f. Average illumination for ramps – 1.2fc with average to Min. Ratio of 4:1
- g. Average illumination for shared use path (pedestrian sidewalk/bike lane) and pedestrian seating areas shown in Part 6 – 1.0 to 1.5 foot-candles (fc) with average to Min. Ratio of 4:1
- h. Average illumination for parking area under viaduct east of Hunts Point Ave – 3.05.0fc with average to Min. Ratio of 4:1

Correlated Color Temperature (CCT) of luminaire shall be 3000 Kelvin. Light Loss Factor (LLF) shall be 0.89 and uniformity ratio shall be 4:1. All above values are general design values, exact values shall conform to agreed upon values at start of design review process between State/Design-Builder and accepted by NYCDOT;

- C. Utilizes items that conform to latest NYCDOT Street Lighting Standard Specifications and Drawings;
- D. Can be fully and seamlessly integrated into the existing lighting elements adjacent to the Project limits;
- E. Utilizes control Cabinet system that automatically controls lighting operation between dusk and dawn;
- F. Utilizes lighting components that are readily available and not proprietary equipment;
- G. Existing service point locations and control cabinet locations are provided in the "Electrical Inspection and Load Testing Report" provided in the Reference Documents. The Design- Builder shall replace all existing service point components and feeders and property line boxes consistent with NYCDOT-DSL requirements. If additional service points are required, the Design-Builder will request service from Con Edison upon acceptance of the design. The Design-Builder shall provide similar additional components associated with the proposed lighting design

#### 17.3.2.2 Construction Requirements

The Design-Builder shall provide permanent lighting materials that satisfy the Project Requirements and applicable codes. In addition, the Design-Builder shall:

- A) Ensure that all exposed raceways/conduits are made of PVC coated rigid galvanized steel (RGS). Short runs (no longer than **5** feet) of 3/4" liquid-tight flexible metal conduit may only be used to make a final connection between the box and the fixture;
- B) Ensure that all outdoor electrical enclosures and attached parts shall be type 316 stainless steel, rated NEMA 4X or a higher degree of protection; and
- C) Ensure that any new electrical enclosures shall have a key lock
- D) Ensure all Bruckner Expressway lighting shall include breakaway devices, unless protected by concrete barrier. Light poles shall feature a breakaway base, except where located behind bridge rails.
- E) Ensure that conduits do not have more than 9 live cables
- F) Ensure that electrical boxes for lighting system have no more than 4 knockouts per box.



## SECTION 21 DRAINAGE AND STORMWATER

### 21.1 SCOPE

The Design-Builder shall design and construct a storm water drainage system in accordance with both NYCDEP & NYSDOT design specifications as indicated. The proposed storm drain systems shall be designed to accommodate the required design flood frequency based on the Highway Functional Class of each facility per Chapter 8 of the NYSDOT HDM. The new NYSDOT owned drainage system within the Boulevard (e.g. frame and grate, manhole covers, pipe, bedding, catch basins, and manholes) shall conform with the NYSDOT standard details, design requirements and specifications. If required to be replaced, the NYCDEP owned drainage surface features at-grade within the Boulevard and local streets (e.g., frame and grate, manhole covers, catch basins, pipe, and bedding) shall conform with NYCDEP standard details, design requirements and specifications:

<https://www1.nyc.gov/site/ddc/resources/publications.page>

The Expressway and Ramps SS and SN drainage design and construction shall conform with the following:

1. NYSDOT Special Specifications for a closed drainage system, located in Part 8.
2. For at-grade drainage, provide reinforced concrete pipe per NYSDOT Specifications.
3. Stormwater management practices (SMPs) shall be designed and constructed to conform with the NYSDEC, NYSDOT, NYCDEP and manufacturer requirements and as outlined in the project SWPPP. SMP designs shall be coordinated with Contracts D900047 & D900051.

The Design-Builder shall conduct a pre-construction video inspection on existing NYCDEP and NYSDOT underground drainage facilities that are to remain within the limits of the project and a post-construction video inspection of the functioning underground drainage facilities after all drainage work, paving, and permanent construction work is completed. The inspections shall include all drainage facilities up to the nearest downstream manhole beyond the project limits. Prior to pre- and post-construction video inspections, the Design-Builder shall clean all new and existing drainage facilities (scuppers, storm drains, catch basins) to be inspected. The Design-Builder shall follow NYCDEP Sewer Standard Specifications Section 53.11 TELEVISION INSPECTION AND DIGITAL AUDIO-VISUAL RECORDING OF SEWERS. Extra care shall be taken during construction to protect the integrity of NYCDEP's existing sewer system inclusive of manholes, catch basins, sewers and system connections. Damage to the existing sewer systems within the duration of the contract shall be repaired/replaced to the satisfaction of NYSDOT's Project Manager at no additional cost to NYSDOT.

Video inspections were performed for certain NYCDEP-owned combined sewers in the westbound Bruckner Boulevard service road. Video Inspection Reports and videos are provided as reference documents. One segment of combined sewer was found to be damaged and in need of replacement. The location is shown in the Part 4 Utility Plans.

Where drainage patterns will or must be changed from existing patterns, the Design-Builder shall be responsible for securing all necessary permits prior to construction of any drainage facilities.

~~11) Security cameras meeting requirements for public facilities and NYCDOT parking requirements.~~

11) Security Camera Requirements:

- a. Total 17 IP Cameras with the following minimum specifications:
  - i. 10 MP, 1/3 in progressive scan
  - ii. Lens 3.8x(3.0mm to 9.00mm) variable focal length
  - iii. 350° Horizontal angle adjustment, 80° tilt
  - iv. 1 lux, f2.0 min illumination
  - v. Video motion detection
  - vi. Active tampering alarm
  - vii. Color to Black/White switching (Day/night) automatic switching IR cut filter mechanism
  - viii. Compression and frame rate H.264, MJPEG and MPEG-4 32fps each simultaneously
- b. Refer to Parking Lot reference documents for location of security cameras

12) Provide electric vehicle charging stations (Level 2 charge) for a minimum of 20 vehicles and 4 fast charging stations (Level 4 charge) meeting the following requirements of NYCDOT – Electric Vehicles (<https://www1.nyc.gov/html/dot/html/motorist/electric-vehicles.shtml#/find/nearest>):

- a. ConEd Electrical Requirements:
  - i. Approximately 1250 KVA of service
  - ii. Approximately 1,200 amps for the 4 DC fast chargers (480 volts each) and approximately 600 amps for 20 Level 2 chargers (208/220 volts).
- b. Manufacturer or approved equal:
  - i. ABB
  - ii. BTC Power
  - iii. Signet EV
  - iv. Tritium
- c. Provide electrical transformer, distribution panels, circuit breakers, meters, disconnect switches, electrical box, junction boxes, bollards, concrete pad, wiring, and conduits as required for the installation.
- d. All electrical equipment shall be protected during constructions and after completion. Including the installation of bollards as needed.
- e. Field Tests shall be conducted after installation for operations.
- a-f. Refer to the Parking Lot Electric Vehicle References documents and Line Diagram for Electric Vehicle Charging Station for reference.

~~12)~~13) A minimum vertical clearance of 10 feet shall be maintained throughout the park and ride facility.

**NEW YORK STATE DEPARTMENT OF TRANSPORTATION    REF. #3A**  
**UTILITY WORK AGREEMENT – NYCDEP WATER**  
**DESIGN BUILD CONTRACT**

Since the construction, reconstruction, or maintenance of the transportation project described below, identified as:

Project Identification No.: X731.65	F.A. Project No.:
ROW Declaration No.:	Map Nos.:
Parcel Nos.:	County of: Bronx
Contract No.: D900055	

Project Description: Hunts Point Interstate Access Improvement Project Contract 3

necessitates the adjustment of utility facilities as hereinafter described, the owner, **New York City Department of Environmental Protection (NYCDEP)**, of said facilities herewith agrees with the State of New York acting through the Commissioner of Transportation that this agreement shall apply to the accommodation of these utility facilities. Any adjustment of said facilities will be accomplished under the terms of this agreement, in accordance with the Rules and Regulations Governing the Accommodation of Utilities within the State Highway Right-of-Way and in accordance with the contract plans, specifications, proposal, amendment(s) or change order(s). The work described herein is subject to change pending the design details and schedule developed by New York State Department of Transportation's design-build contractor. The said contractor will coordinate with the owner in developing a Final Utility Work Agreement to be entered into by the owner, the contractor and New York State Department of Transportation.

The final utility work agreement shall be consistent with the Design-Builder's proposal and their reuse/replacement of super structure elements.

The existing New York City Department of Environmental Protection facilities are to be abandoned, removed, protected/supported, or replaced as defined in this agreement.

#### **I. Existing Facilities**

The existing NYCDEP water facilities are to be adjusted, maintained, supported, and protected by the above described project and are presently located in Bronx County, New York within the reconstruction limits of the Hunts Point Interstate Access Improvement Project. The NYCDEP facilities are presently located within the New York State Right-of-Way as shown on the plans for the proposed transportation project. The scope of the NYSDOT Design Builder's project is below.

The NYCDEP facilities are to be relocated, adjusted, maintained, supported, and protected as follows:

#### **Intersection of Bruckner Boulevard and Barretto Street**

- Existing fire hydrant located on Bruckner Boulevard Westbound service road located midblock between Tiffany Street and Barretto Street.
- Existing fire hydrant located in the sidewalk north of Bruckner Boulevard Westbound service road southwest of the intersection with Barretto Street.
- Existing fire hydrant along the north side of Barretto Street west of the intersection with Bruckner Boulevard Westbound.
- Existing fire hydrant in the sidewalk north of Bruckner Boulevard Westbound service road, north of the intersection with Barretto Street.

- Existing fire hydrant on Bruckner Boulevard Eastbound service road located midblock between Tiffany Street and Barretto Street.
- Existing 12" Water main (1907 CIP, 1986 DIP) running within Barretto Street across Bruckner Boulevard.
- Existing 12" 1907 CIP Water main running along Bruckner Boulevard WB service road. This water main continues onto other sheets.

**All NYCDEP Water Facilities listed above are to remain in place and be supported, protected, and maintained as needed BY NYSDOT DESIGN BUILDER.**

- Existing fire hydrant on the corner of Barretto Street and Bruckner Boulevard Eastbound service road.
- Existing 8" 1960/1961 LCP water main running within Bruckner Boulevard EB service road.

**All NYCDEP Water Facilities listed above will need to be relocated due to direct interference with proposed alignments.**

**NYSDOT Design Builder Scope:**

All New York City Department of Environmental Protection facilities listed above shall be supported, protected, and maintained as per the approval of New York City Department of Environmental Protection within the proposed work area by the NYSDOT Design-Builder

1. The NYSDOT Design Builder shall remove the existing fire hydrant on the corner of Barretto Street and Bruckner Boulevard Eastbound service road.
2. The NYSDOT Design Builder shall install a hydrant, hydrant connection, hydrant fenders, 6" valve, and an 8"x6" 3-way connection near the corner of Barretto Street and Bruckner Boulevard Eastbound service road.
3. The NYSDOT Design Builder shall replace a segment of the existing 8" water main running within Bruckner Boulevard EB service Road, near the intersection with Barretto Street, at the new hydrant connection and at the new catch basin chute crossing, including new 8" valve(s) and new 12x8 4-way connection.
4. The NYSDOT Contractor shall replace a segment of water main on each side of a new hydrant connection following NYCDEP restraint length requirements.
5. The NYSDOT Contractor shall replace a segment of water main on each side of a new catch basin chute connection crossing following NYCDEP restraint length requirements.

**Intersection of Bruckner Boulevard and Hunts Point Avenue**

- Existing fire hydrant located in the south sidewalk along Hunts Point Avenue, west of the intersection with Bruckner Boulevard westbound, facing Del Valle Square.

**No impact is anticipated to the NYCDEP Water Facilities listed above.**

- Existing fire hydrant located in the sidewalk along Bruckner Boulevard Eastbound service road, midblock between Barretto Street and Hunts Point Avenue.
- Existing fire hydrant located in the sidewalk along Bruckner Boulevard Westbound service road, midblock between Barretto Street and Hunts Point Avenue.
- Existing fire hydrant located in the sidewalk along Bruckner Boulevard Westbound service road, south of Hunts Point Avenue.
- Existing fire hydrant located in the south sidewalk along Hunts Point Avenue at the intersection with Bruckner Boulevard Eastbound service road.

- Existing fire hydrant located in the north sidewalk along Hunts Point Avenue at the intersection with Bruckner Boulevard Eastbound service road.
- Existing fire hydrant located in the sidewalk of Del Valle Square along Bruckner Boulevard Westbound service road.
- Existing 12" 1907 CIP Water main running along Bruckner Boulevard WB, connecting to 12" 1924 CIP running within Hunts Point Avenue. A portion of this water main is designated for replacement in DDC project P102-DELV. This water main continues from previous sheets.
- Existing 12" 1924 CIP water main running along the south of Hunts Point Avenue across Bruckner Boulevard. A portion of this water main is designated for replacement in DDC project P102-DELV.
- Existing 12" 1988 DIP water main running within the south side of Hunts Point Avenue, west of the intersection with Bruckner Boulevard westbound service road. A portion of this water main is designated for replacement in DDC project P102-DELV.
- Existing 12" 1926 CIP water main running along the north side of Hunts Point Avenue across Bruckner Boulevard, connecting to 12" 1960 LCP at Bruckner Blvd EB. At Bruckner Boulevard WB, the water main turns southwest and then runs west along the south side of Hunts Point Avenue, within the sidewalk. A portion of this water main is designated for replacement in DDC project P102-DELV.
- Existing 8" 1988 DIP water main running from Hunts Point Avenue to E 163rd Street, through Del Valle Square. A portion of this water main is designated for replacement in DDC project P102-DELV.

**All NYCDEP Water Facilities listed above are to remain in place and be supported, protected, and maintained as needed BY NYSDOT DESIGN BUILDER.**

- Existing fire hydrant located north of Hunts Point Avenue between Bruckner Boulevard Eastbound and the on-ramp.
- Existing 8" 1960 LCP water main running along the south side of Bruckner Boulevard EB. At Hunts Point Avenue, the water main expands to 12". This water main continues from previous sheets.
- Existing 12" 1994 DIP-12" 1994 STL- water main running along the north side of Hunts Point Avenue east of Bruckner Boulevard, connecting to 12" 1960 LCP and 12" 1926 CIP at Bruckner Blvd EB.

**All NYCDEP Water Facilities listed above will need to be relocated due to direct interference with proposed alignments.**

**NYSDOT Design Builder Scope:**

All New York City Department of Environmental Protection facilities listed above shall be supported, protected, and maintained as per the approval of New York City Department of Environmental Protection within the proposed work area by the NYSDOT Design-Builder

1. The NYSDOT Design Builder shall remove the existing fire hydrant located north of Hunts Point Avenue between Bruckner Boulevard Eastbound and the on-ramp.
2. The NYSDOT Design Builder shall install a hydrant, hydrant connection, 6" valve and 12"x6" 3-way connection in the sidewalk east of Hunts Point Avenue along Bruckner Boulevard Eastbound. The NYSDOT Design Builder shall install a new 12"x12" 3-way connection for the existing 12" 1926 CIP water main running along the north side of Hunts Point Avenue across Bruckner Boulevard and the proposed 12" NYCDEP water main in Bruckner Boulevard Eastbound.
3. The NYSDOT Design Builder shall replace the existing 8 to 12" water main running along Bruckner Boulevard Eastbound from west of Hunts Point Avenue towards Bryant Avenue with a

new 8 to 12" water main with 12" – 8" reducer and new valve(s) and connect the proposed water main to the existing 8" water main west of the intersection of Hunts Point Ave.

6. The NYSDOT Design Builder shall install a new 12"X12" 3-way connection for the existing 12" 1994 DIP water main running along the north side of Hunts Point Avenue east of Bruckner Boulevard and the proposed 12" NYCDEP water main.
7. The NYSDOT Design Builder shall install a new 12"X12" 4-way connection for the existing 12" 1924 CIP water main running along the south side of Hunts Point Avenue east of Bruckner Boulevard and the proposed 12" NYCDEP water main.
8. The NYSDOT Contractor shall replace a segment of water main on each side of a new hydrant connection following NYCDEP restraint length requirements.
9. The NYSDOT Contractor shall replace a segment of water main on each side of a new catch basin chute connection crossing following NYCDEP restraint length requirements.

**Intersection of Bruckner Boulevard and Faile Street**

- Existing fire hydrant located on the north side of Bryant Avenue near the intersection with Bruckner Boulevard Westbound service road.

**No impact is anticipated to the NYCDEP Water Facilities listed above.**

- Existing fire hydrant located in the south sidewalk at Bryant Avenue at the intersection with Bruckner Boulevard Eastbound. This fire hydrant was designated for replacement in NYSDOT Contract D900047.
- 8" 1939 LCP water main running from the intersection of Faile Street and Bruckner Boulevard Westbound Service Road to a dead end in Bruckner Boulevard Westbound.
- Existing 8" 1913 CIP water main running along Faile Street west of the intersection with Bruckner Boulevard Westbound.

**All NYCDEP Water Facilities listed above are to remain in place and be supported, protected, and maintained as needed BY NYSDOT DESIGN BUILDER.**

- Existing fire hydrant located between Hunts Point Avenue and Faile Street, along the median between Bruckner Boulevard Eastbound and the on-ramp.
- Existing fire hydrant located in the sidewalk at the corner of Faile Street and Bruckner Boulevard Eastbound.
- Existing fire hydrant located in the sidewalk, to the south of the intersection of Faile Street and Bruckner Boulevard Westbound service road.
- Existing fire hydrant located along Bruckner Boulevard Eastbound south of Bryant Avenue.
- Existing fire hydrant located on the south side of Bryant Avenue near the intersection with Bruckner Boulevard Westbound service road.
- 12" 1925 CIP water main running within the sidewalk between Hoe Avenue and Bryant Avenue. This water main continues to other sheets.
- 12" 1960 LCP water main running in Bruckner Boulevard Eastbound from Hunts Point Avenue towards Bryant Avenue and continuing onto other sheets.
- Existing 12"1926 CIP water main running across Bruckner Boulevard at Faile Street.
- Existing 12" 1986 DIP water main running along Faile Street east of the intersection with Bruckner Boulevard Eastbound.
- Existing 20" 1960 Steel watermain transitioning to 1939 LCP water main running across Bruckner Boulevard at Bryant Avenue, transitioning to 1948 LCP between Bruckner Boulevard Westbound and Aldus Street. A portion of this water main was designated for replacement in NYSDOT Contract D900047.

- Existing two 12" 2015 steel water mains running east from Bruckner Boulevard Eastbound along Bryant Avenue towards Garrison Avenue. A portion of these water mains were designated for replacement in NYSDOT Contract D900047.
- 12" 1987 DIP water main running along the southwest side of Bryant Avenue from the intersection with Bruckner Boulevard Westbound towards Aldus Street.

**All NYCDEP Water Facilities listed above will need to be relocated due to direct interference with proposed alignments.**

**NYSDOT Design Builder Scope:**

All New York City Department of Environmental Protection facilities listed above shall be supported, protected, and maintained as per the approval of New York City Department of Environmental Protection within the proposed work area by the NYSDOT Design-Builder

1. The NYSDOT Design Builder shall remove the existing fire hydrant located between Hunts Point Avenue and Faile Street, along the median between Bruckner Boulevard Eastbound and the on-ramp.
2. The NYSDOT Design Builder shall install a hydrant, hydrant connection, 6" valve and new 12"x6" 3-way connection in the sidewalk along Bruckner Boulevard Eastbound between Hunts Point Avenue and Faile Street.
3. The NYSDOT Design Builder shall remove the existing fire hydrant located in the sidewalk at the corner of Faile Street and Bruckner Boulevard Eastbound.
4. The NYSDOT Design Builder shall install a hydrant, hydrant connection, 6" valve, and 20"x6" 3-way connection in the sidewalk at the corner of Faile Street and Bruckner Boulevard Eastbound.
5. The NYSDOT Design Builder shall remove the existing fire hydrant located in the sidewalk, to the south of the intersection of Faile Street and Bruckner Boulevard Westbound service road.
6. The NYSDOT Design Builder shall install a hydrant, hydrant fenders, hydrant connection, 6" valve, and 12"x6" 3-way connection, in the sidewalk near the intersection of Faile Street and Bruckner Boulevard Westbound service road.
7. The NYSDOT Design Builder shall remove the existing fire hydrant located along Bruckner Boulevard Eastbound south of Bryant Avenue.
8. The NYSDOT Design Builder shall install a hydrant, hydrant fenders, hydrant connection, 6" valve, and 20"x6" 3-way connection in the sidewalk along Bruckner Boulevard Eastbound west of Bryant Avenue.
9. The NYSDOT Design Builder shall remove the existing fire hydrant located on the south side of Bryant Avenue near the intersection with Bruckner Boulevard Westbound service road.
10. The NYSDOT Design Builder shall install a hydrant, hydrant fenders, hydrant connection and 6" valve, and 12"x6" 3-way connection in the sidewalk along the south side of Bryant Avenue near the intersection with Bruckner Boulevard Westbound service road.
11. The NYSDOT Design Builder shall relocate the 12" CIP water main running within the sidewalk between Faile Street and Bryant Avenue and install a new 12" water main, including a new 12"x12" 3-way connection and valve(s).
12. The NYSDOT Design Builder shall relocate the existing 12" LCP water main running in Bruckner Boulevard Eastbound from Hunts Point Avenue towards Bryant Avenue and replace with a new 12" to 20" water main, including new 12"x12" 4-way connections, valve(s), 12" to 20" reducer, and 12"x12" 3-way connections.
13. The NYSDOT Design Builder shall relocate the existing 12" CIP water main running across Bruckner Boulevard at Faile Street and replace with a new 12" to 20" water main, including new 12"x8" 4-way connection, 20"x12" 4-way connection, new 12x12 3-way connection, valve(s), and 12" to 20" reducer.
14. The NYSDOT Design Builder shall relocate a segment of the existing 12" DIP water main running along Faile Street east of the intersection with Bruckner Boulevard Eastbound and replace with a

- new 12" water main and valve(s).
15. The NYSDOT Design Builder shall relocate the existing 20" STL water main running across Bruckner Boulevard at Bryant Avenue and replace with a 20" steel water main, including new 20"X20" 3-way connection.
  16. The NYSDOT Design Builder shall install two new 12"X20" 3-way connections for the existing two 12" 2015 steel water mains running east from Bruckner Boulevard Eastbound along Bryant Avenue towards Garrison Avenue and the proposed 12" water main.
  10. The NYSDOT Design Builder shall relocate a segment of the existing 12" DIP water main running along the southwest side of Bryant Avenue from the intersection with Bruckner Boulevard Westbound towards Aldus Street and replace with a new 12" water main, including a new 12"X12" 3-way connection and valve(s).
  11. The NYSDOT Contractor shall replace a segment of water main on each side of a new hydrant connection following NYCDEP restraint length requirements.
  12. The NYSDOT Contractor shall replace a segment of water main on each side of a new catch basin chute connection crossing following NYCDEP restraint length requirements.

**Intersection of Bruckner Boulevard and Longfellow Avenue**

- Existing fire hydrant located mid-block between Bryant Avenue and Longfellow Avenue, in the sidewalk along Bruckner Boulevard Westbound.
- Existing fire hydrant located mid-block between Whitlock Avenue and Aldus Street in the sidewalk along Whitlock Avenue.
- Existing fire hydrant located mid-block between Longfellow Avenue and Aldus Street, in the sidewalk along Whitlock Avenue.
- Existing 12" 1939 LCP water main running in the sidewalk along Bruckner Boulevard Westbound between Bryant Avenue and Longfellow Avenue, connecting to 12" 1927 CIP and 8" 1927 CIP at Longfellow Avenue.
- 20" 1960 LCP water main running along Bruckner Boulevard Eastbound from Bryant Avenue and transitioning to steel across the bridges over Amtrak/CSX. This water main was designated for replacement in NYSDOT Contract D900047.
- Existing 12" 1927 CIP running from Bruckner Boulevard Westbound at Longfellow Avenue, north on Whitlock Avenue to Aldus Street.
- Existing 8" 1927 CIP running from Bruckner Boulevard Westbound at Longfellow Avenue, north on Longfellow Avenue to Aldus Street.
- Existing 12" 1931 LCP running along Whitlock Avenue from Aldus Street towards E 165<sup>th</sup> Street.

**All NYCDEP Water Facilities listed above are to remain in place and be supported, protected, and maintained as needed BY NYSDOT DESIGN BUILDER.**

- Existing fire hydrant located mid-block between Bryant Avenue and Longfellow Avenue, in the sidewalk along Bruckner Boulevard Eastbound.
- Existing fire hydrant located southeast of Longfellow Avenue and Whitlock Avenue, in the sidewalk along Bruckner Boulevard Westbound.
- 12" 2012 DIP water main running from Aldus Street to Bruckner Boulevard, then turning east and running along Bruckner Boulevard Westbound from Longfellow Avenue and transitioning to steel across the bridges over Amtrak/CSX. A portion of this water main was designated for replacement in NYSDOT Contract D900047.

**All NYCDEP Water Facilities listed above will need to be relocated due to direct interference with proposed alignments.**

**NYSDOT Design Builder Scope:**



All New York City Department of Environmental Protection facilities listed above shall be supported, protected, and maintained as per the approval of New York City Department of Environmental Protection within the proposed work area by the NYSDOT Design-Builder

1. The NYSDOT Design Builder shall remove the existing fire hydrant located mid-block between Bryant Avenue and Longfellow Avenue, in the sidewalk along Bruckner Boulevard Eastbound.
2. The NYSDOT Design Builder shall install a hydrant, hydrant connection, 6" valve and a 20"x6" 3-way connection located mid-block between Bryant Avenue and Longfellow Avenue, in the sidewalk along Bruckner Boulevard Eastbound.
3. The NYSDOT Design Builder shall remove the existing fire hydrant located southeast of Longfellow Avenue and Whitlock Avenue, in the sidewalk along Bruckner Boulevard Westbound.
4. The NYSDOT Design Builder shall install a hydrant, hydrant connection, 6" valve and a 12"x6" 3-way connection located southeast of Longfellow Avenue and Whitlock Avenue, in the sidewalk near Bruckner Boulevard Westbound and Whitlock Avenue.
5. The NYSDOT Design Builder shall relocate a segment of the existing 12" DIP water main in the vicinity of Longfellow Avenue and Whitlock Ave and replace with a new 12" water main.
6. The NYSDOT Contractor shall replace a segment of water main on each side of a new hydrant connection following NYCDEP restraint length requirements.
7. The NYSDOT Contractor shall replace a segment of water main on each side of a new catch basin chute connection crossing following NYCDEP restraint length requirements.

Notes:

1. All water main replacements shall follow NYCDEP restraint length requirements.
2. The NYSDOT shall install valves and appurtenances as per NYCDEP requirements and standards.

**UTILITY WORK AGREEMENT**

REF. #3A

**II. Financial Responsibility** (check appropriate boxes):

- ☐ The facilities to be adjusted under the terms of this agreement are subject to Section 52 of the State Highway Law, and the cost of this adjustment is the sole responsibility of the owner.
- ☒ Subdivision 24 of Section 10 of the State Highway Law enables the Commissioner of Transportation to provide at the expense of the State, for adjustment to a municipally owned utility when such work is necessary as a result of State highway work. (Municipal Agreement required.)
- ☐ Subdivision 24-b of Section 10 of the State Highway Law enables the Commissioner of Transportation to participate in the necessary expenses incurred for adjustment of privately, publicly or cooperatively owned facilities, municipal utility facilities, or facilities of a corporation organized pursuant to the State Transportation Corporations Law. (Privately Owned Property Agreement or Reimbursement Agreement required.)
- ☐ Subdivision 27 of Section 10 of the State Highway Law enables the Commissioner of Transportation, upon the request of a municipality, to perform for and at the expense of such municipality specified work to be included within a State-let contract. (Betterment Resolution required.)
- ☐ Subdivision 33 of Section 10 of the State Highway Law enables the Commissioner of Transportation, upon the request of a public utility corporation, to perform for and at the expense of such public utility corporation specified work to be included within a State-let contract.
- ☐ Subdivision 13 of Section 30 of the State Highway Law enables the Commissioner of Transportation to enter into an agreement to reimburse with public funds the owner for necessary expenses incurred as a result of this adjustment, or to replace the facilities in kind.
- ☐ The owner will develop and keep a record of costs in accordance with the New York State Department of Transportation (NYSDOT) Reimbursement Procedures, and when federal funds participate in the cost, the Federal Highway Administration (FHWA) Federal-Aid Policy Guide Part 645, or as indicated below:

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III. **Physical Adjustment Method** (check appropriate boxes):

The actual adjustment or design engineering will be performed by the following method (s):

- ☒ Contract let by the Commissioner.
- ☐ Contract let by the Owner, (check applicable statement, i.e., a or b)
  - ☐ a. Best Interests of State.
  - ☐ b. Utility not sufficiently staffed or equipped.
- ☐ By the Owner's forces.

IV. **Betterment, Salvage, and Depreciation Credits Due the Project** (check appropriate boxes):

- ☒ There will be no extension of service life, improved capacity nor any other betterment of the facility (as defined by the NYSDOT Utility Reimbursement Procedures and by FHWA Federal-Aid Policy Guide Part 645) as a result of the adjustments made pursuant to this agreement.
- ☐ There is betterment described as follows:
  - ☐ The owner will not claim reimbursement for that betterment portion of the work, but will duly account for it as required by applicable NYSDOT and FHWA procedures.
  - ☐ The owner hereby agrees to deposit with the Comptroller of the State of New York the amount of \$\_\_\_\_\_ to cover the cost of the betterment as described above.
  - ☐ The owner agrees to comply with the requirements of the NYSDOT Utility Reimbursement Procedure and FHWA Federal-Aid Policy Guide Part 645 with the respect to salvage and depreciation credits when applicable.

V. **General Covenants**

The owner hereby agrees to accept full title and responsibility for the adjusted facility in writing upon satisfactory completion of the work. Such acceptance will acknowledge the owner's responsibility to maintain the facility in accordance with all applicable codes, standards and regulations, including his obligation, where applicable, to remove any or all of the facility from the highway at the order of the Commissioner of Transportation, all in accordance with the Rules and Regulations Governing the Accommodation of Utilities within the State Highway Right-of-Way. All compensable claims covered by this agreement will be included in one of the following:

- A. Privately Owned Property Agreement executed prior to the performance of the work.

## UTILITY WORK AGREEMENT

REF. #3A

- B. Municipal Agreement executed prior to performance of the work.
- C. Reimbursement Agreement executed prior to performance of the work.
- D. Such other agreement as approved by NYSDOT Office of Legal Affairs.

### VI. References

The following documents are herewith incorporated in this agreement be reference (check appropriate boxes)

- ☐ Federal Highway Administration's Federal-Aid Policy Guide Part 645.
- ☒ Contract documents : Contract number D900055  
PIN X731.65  
Plan sheets No. UTW-01 through UTW-04
- ☐ Owner's plan sheets \_\_\_\_\_
- ☐ Owner's estimate sheets form No. \_\_\_\_\_
- ☐ Resolution dated \_\_\_\_\_, by \_\_\_\_\_
  - ☐ Granting the State of New York authority to perform the adjustment for the owner.
  - ☐ Agreeing to maintain facilities adjusted via State-let contract.
  - ☐ Authorizing deposit of funds by the owner.
- ☒ Certification by the owner or his agent that he has the legal authority to enter into this agreement.

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(Print/Type Name)Owner or Agent	(Signature)	Title	Date
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For NYSDOT Commissioner of Transportation	Title	Date
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**NEW YORK STATE DEPARTMENT OF TRANSPORTATION    REF. #6A**  
**UTILITY WORK AGREEMENT – NYCDEP SEWER**  
**DESIGN BUILD CONTRACT**

Since the construction, reconstruction, or maintenance of the transportation project described below, identified as:

Project Identification No.: X731.65	F.A. Project No.:
ROW Declaration No.:	Map Nos.:
Parcel Nos.:	County of: Bronx
Contract No.: D900055	

Project Description: Hunts Point Interstate Access Improvement Project Contract 3

necessitates the adjustment of utility facilities as hereinafter described, the owner, **New York City Department of Environmental Protection (NYCDEP)**, of said facilities herewith agrees with the State of New York acting through the Commissioner of Transportation that this agreement shall apply to the accommodation of these utility facilities. Any adjustment of said facilities will be accomplished under the terms of this agreement, in accordance with the Rules and Regulations Governing the Accommodation of Utilities within the State Highway Right-of-Way and in accordance with the contract plans, specifications, proposal, amendment(s) or change order(s). The work described herein is subject to change pending the design details and schedule developed by New York State Department of Transportation's design-build contractor. The said contractor will coordinate with the owner in developing a Final Utility Work Agreement to be entered into by the owner, the contractor, and New York State Department of Transportation.

It shall be noted that the Design Build Contractor will not be authorized or allowed to increase the stormwater or sanitary flow to the Hunts Point or Wards Island Wastewater Treatment Plants. The Design Build Contractor must maintain the existing capacity of the present system.

The final utility work agreement shall be consistent with the Design-Builder's proposal and their reuse/replacement of super structure elements.

Upon completion of the project, maintenance for the existing trunk lines, combined and sanitary sewer and drainage systems located along the local streets will be the responsibility of the NYCDEP.

The existing New York City Department of Environmental Protection facilities are to be abandoned, removed, protected/supported, or replaced as defined in this agreement.

#### **I. Existing Facilities**

The existing NYCDEP sewer facilities are to be relocated, abandoned, adjusted, maintained, supported, and protected by the above described project and are presently located in Bronx County, New York within the reconstruction limits of the Hunts Point Interstate Access Improvement Project. The NYCDEP facilities are presently located within the New York State Right-of-Way as shown on the plans for the proposed transportation project. The scope of the NYSDOT Design Builder's project is below.

#### **Intersection of Bruckner Boulevard and Barretto Street**

- Existing NYCDEP combined sewer with associated catch basins and manholes running within Bruckner Boulevard WB service road from Barretto Street to Tiffany Street. The sewer connects to the combined sewer running along Tiffany Street. The pipe is identified as circular 1907 12".

**No impact is anticipated to the NYCDEP Sewer Facilities listed above.**

- Existing NYCDEP combined sewer with associated catchbasins and manholes running within Barretto Street from Bruckner Boulevard WB Service Road towards Southern Boulevard. The pipe is identified as circular 1907 15".
- Existing NYCDEP combined sewer with associated catchbasins and manholes running within Bruckner Boulevard WB Service Road from Hunts Point Avenue towards Barretto Street. The pipe is identified as circular 1907 12".

**All New York City Department of Environmental Protection Sanitary/Combined Sewer Facilities listed above are to remain in place and be supported, protected, and maintained as needed BY NYSDOT Design-Builder.**

**NYSDOT Design Builder Scope:**

The NYSDOT Design Builder shall permanently provide supplemental storm sewer facilities as required for proposed roadway/bridge work and in accordance with the New York State Department of Transportation Highway Design Manual (NYSDOT HDM) Chapter 8 and New York State Department of Environmental Conservation (NYSDEC). The alignment of the New York City Department of Environmental Protection facilities shall be coordinated with New York City Department of Environmental Protection and constructed in accordance to all applicable New York City Department of Environmental Protection standards by the NYSDOT Design Builder.

**Intersection of Bruckner Boulevard and Hunts Point Avenue**

- Existing NYCDEP combined sewer with associated catchbasins and manholes running within Bruckner Boulevard WB from Hunts Point Avenue to Aldus Street. The pipe is identified as circular 1907 12" in the vicinity of Hoe Avenue.
- Existing NYCDEP combined sewer with associated catchbasins and manholes running within Bruckner Boulevard WB service road from Hoe Avenue to Aldus Street. This pipe is identified as unknown 1919 24" and circular 1919 VCP 24" in the vicinity of Hunts Point Avenue.
- NYCDEP Combined sewer (circular, VCP, 15") with associated catchbasins and manholes running along Hoe Ave. to the intersection of 163rd St. and Hoe Ave, where it connects to unknown 1919 24" combined sewer running within E 163rd Street.

**All New York City Department of Environmental Protection Sanitary/Combined Sewer Facilities listed above are to remain in place and be supported, protected, and maintained as needed BY NYSDOT Design-Builder with the exception of sewers to be replaced in-kind as noted below.**

**NYSDOT Design Builder Scope:**

1. The NYSDOT Design Builder shall permanently provide supplemental storm sewer facilities as required for proposed roadway/bridge work and in accordance with the New York State Department of Transportation Highway Design Manual (NYSDOT HDM) Chapter 8 and New York State Department of Environmental Conservation (NYSDEC). The alignment of the New York City Department of Environmental Protection facilities shall be coordinated with New York City Department of Environmental Protection and constructed in accordance to all applicable New York City Department of Environmental Protection standards by the NYSDOT Design Builder.
2. Video inspections were performed on the NYCDEP-owned combined sewer in the westbound Bruckner Boulevard service road and portions of intersecting streets. A manhole-to-manhole segment (18" diameter VCP) was found to be damaged in Hoe Ave. near the intersection of 163rd St. and Hoe Ave. This length of 18" diameter VCP combined sewer shall be replaced in kind by the Design Builder.

**Intersection of Bruckner Boulevard and Faile Street**

- Existing NYCDEP combined sewer with associated catchbasins and manholes running within Bruckner Boulevard WB service road from Hoe Avenue to Aldus Street. This pipe is identified as circular 1919 VCP 24" and egg 1919 CRTP 28"x42" in the vicinity of Faile Street.
- Existing NYCDEP combined sewer with associated catchbasins and manholes running within Bruckner Boulevard WB from Hunts Point Avenue to Aldus Street. This pipe is identified as Circ 1919 VCP 15" and circular 1919 VCP 18" in the vicinity of Faile Street.
- NYCDEP Combined sewer (circular, unknown, 12") with associated catchbasins and manholes running along Faile St. to the intersection of Faile St. and Bruckner Boulevard WB service road, where it connects to the circular 1919 VCP 24" combined sewer.
- NYCDEP Combined sewer (circular, 1914 VCP, 12") with associated catchbasins and manholes running south on Bryant Ave. to the intersection of Bryant Ave. and Bruckner Boulevard WB service road, where it connects to the egg-shaped 1919 CRTP 28"x42" NYCDEP Combined Sewer.

**All New York City Department of Environmental Protection Sanitary/Combined Sewer Facilities listed above are to remain in place and be supported, protected, and maintained as needed BY NYSDOT Design-Builder.**

- Short segment of NYCDEP combined sewer running within Bruckner Boulevard at Bryant Avenue, connecting to circular 1919 VCP 20" NYCDEP combined sewer in Bruckner Boulevard WB.
- NYCDEP Combined sewer (identified as circular CP 15" and circular 15") running from Bruckner Boulevard EB at Bryant Avenue, crossing Bruckner Expressway, and connecting to NYCDEP combined sewer (identified as circular 1919 VCP 20") between Bryant Avenue and Longfellow Avenue.

**All NYCDEP Sewer Facilities listed shall be removed/abandoned BY NYSDOT Design-Buider.**

**NYSDOT Design Builder Scope:**

The NYSDOT Design Builder shall permanently provide supplemental storm sewer facilities as required for proposed roadway/bridge work and in accordance with the New York State Department of Transportation Highway Design Manual (NYSDOT HDM) Chapter 8 and New York State Department of Environmental Conservation (NYSDEC). The alignment of the New York City Department of Environmental Protection facilities shall be coordinated with New York City Department of Environmental Protection and constructed in accordance to all applicable New York City Department of Environmental Protection standards by the NYSDOT Design Builder.

**Intersection of Bruckner Boulevard and Longfellow Avenue**

- Existing NYCDEP combined sewer with associated catchbasins and manholes running within Bruckner Boulevard WB service road from Hoe Avenue to Aldus Street. This pipe is identified as unknown 36"x24" in the vicinity of Aldus Street. At Aldus Street, the sewer main connects to the Arch 1898 Brick 132" x 117" sewer. This sewer main continues onto other sheets.
- Existing NYCDEP combined sewer with associated catchbasins and manholes running within Bruckner Boulevard WB from Hunts Point Avenue to Aldus Street. This pipe is identified as circular 1919 VCP 20" and circular 1919 VCP 22" in the vicinity of Longfellow Avenue. At Aldus Street, the sewer main connects to the Arch 1898 Brick 132" x 117" sewer. This sewer main continues on to other sheets.

**All New York City Department of Environmental Protection Sanitary/Combined Sewer Facilities**

**listed above are to remain in place and be supported, protected, and maintained as needed BY NYSDOT Design-Builder.**

- Existing NYCDEP sewer (15" circular) running from Bruckner Boulevard Eastbound across Bruckner Expressway at Longfellow Avenue.

**All NYCDEP Sewer Facilities listed above shall be removed/abandoned BY NYSDOT Design-Builder.**

**NYSDOT Design Builder Scope:**

The NYSDOT Design Builder shall permanently provide supplemental storm sewer facilities as required for proposed roadway/bridge work and in accordance with the New York State Department of Transportation Highway Design Manual (NYSDOT HDM) Chapter 8 and New York State Department of Environmental Conservation (NYSDEC). The alignment of the New York City Department of Environmental Protection facilities shall be coordinated with New York City Department of Environmental Protection and constructed in accordance to all applicable New York City Department of Environmental Protection standards by the NYSDOT Design Builder.

**Intersection of Bruckner Boulevard and Whitlock Avenue**

- Existing NYCDEP combined sewer (Arch 1898 Brick 132" x 117") with associated catchbasins and manholes running south across Whitlock Avenue and turning east and crossing Whitlock Avenue at Aldus Street.
- Existing NYCDEP combined sewer with associated catchbasins and manholes running within Bruckner Boulevard WB from Hunts Point Avenue to Aldus Street. This pipe is identified as circular 1919 VCP 20" and circular 1919 VCP 22" in the vicinity of Longfellow Avenue. At Aldus Street, the sewer main connects to the Arch 1898 Brick 132" x 117" sewer. This sewer main continues onto other sheets.
- Existing NYCDEP combined sewer with associated catchbasins and manholes running within Aldus Street from Longfellow Avenue to Whitlock Avenue. This pipe is identified as circular 1904 Unk 18". At the intersection of Aldus Street and Whitlock Avenue, the sewer main connects to the Arch 1898 Brick 132" x 117" sewer. This sewer main continues on to other sheets.

**All New York City Department of Environmental Protection Sanitary/Combined Sewer Facilities listed above are to remain in place and be supported, protected, and maintained as needed BY NYSDOT Design-Builder.**

- Existing NYCDEP combined sewer (circular 15") running from Bruckner Boulevard Eastbound, across Bruckner Expressway, and connecting to the combined sewer running within Bruckner Boulevard WB at the intersection with Longfellow Avenue.

**All NYCDEP Sewer Facilities listed above shall be removed/abandoned BY NYSDOT Design-Builder.**

**NYSDOT Design Builder Scope:**

The NYSDOT Design Builder shall permanently provide supplemental storm sewer facilities as required for proposed roadway/bridge work and in accordance with the New York State Department of Transportation Highway Design Manual (NYSDOT HDM) Chapter 8 and New York State Department of Environmental Conservation (NYSDEC). The alignment of the New York City Department of Environmental Protection facilities shall be coordinated with New York City Department of Environmental Protection and constructed in accordance to all applicable New York City Department of Environmental Protection standards by the NYSDOT Design Builder.



**UTILITY WORK AGREEMENT**

REF. #6A

**II. Financial Responsibility** (check appropriate boxes):

- ☐ The facilities to be adjusted under the terms of this agreement are subject to Section 52 of the State Highway Law, and the cost of this adjustment is the sole responsibility of the owner.
- ☒ Subdivision 24 of Section 10 of the State Highway Law enables the Commissioner of Transportation to provide at the expense of the State, for adjustment to a municipally owned utility when such work is necessary as a result of State highway work. (Municipal Agreement required.)
- ☐ Subdivision 24-b of Section 10 of the State Highway Law enables the Commissioner of Transportation to participate in the necessary expenses incurred for adjustment of privately, publicly or cooperatively owned facilities, municipal utility facilities, or facilities of a corporation organized pursuant to the State Transportation Corporations Law. (Privately Owned Property Agreement or Reimbursement Agreement required.)
- ☐ Subdivision 27 of Section 10 of the State Highway Law enables the Commissioner of Transportation, upon the request of a municipality, to perform for and at the expense of such municipality specified work to be included within a State-let contract. (Betterment Resolution required.)
- ☐ Subdivision 33 of Section 10 of the State Highway Law enables the Commissioner of Transportation, upon the request of a public utility corporation, to perform for and at the expense of such public utility corporation specified work to be included within a State-let contract.
- ☐ Subdivision 13 of Section 30 of the State Highway Law enables the Commissioner of Transportation to enter into an agreement to reimburse with public funds the owner for necessary expenses incurred as a result of this adjustment, or to replace the facilities in kind.
- ☐ The owner will develop and keep a record of costs in accordance with the New York State Department of Transportation (NYSDOT) Reimbursement Procedures, and when federal funds participate in the cost, the Federal Highway Administration (FHWA) Federal-Aid Policy Guide Part 645, or as indicated below:

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III. **Physical Adjustment Method** (check appropriate boxes):

The actual adjustment or design engineering will be performed by the following method (s):

- ☒ Contract let by the Commissioner.
- ☐ Contract let by the Owner, (check applicable statement, i.e., a or b)
  - ☐ a. Best Interests of State.
  - ☐ b. Utility not sufficiently staffed or equipped.
- ☐ By the Owner's forces.

IV. **Betterment, Salvage, and Depreciation Credits Due the Project** (check appropriate boxes):

- ☒ There will be no extension of service life, improved capacity nor any other betterment of the facility (as defined by the NYSDOT Utility Reimbursement Procedures and by FHWA Federal-Aid Policy Guide Part 645) as a result of the adjustments made pursuant to this agreement.
- ☐ There is betterment described as follows:
  - ☐ The owner will not claim reimbursement for that betterment portion of the work, but will duly account for it as required by applicable NYSDOT and FHWA procedures.
  - ☐ The owner hereby agrees to deposit with the Comptroller of the State of New York the amount of \$\_\_\_\_\_ to cover the cost of the betterment as described above.
  - ☐ The owner agrees to comply with the requirements of the NYSDOT Utility Reimbursement Procedure and FHWA Federal-Aid Policy Guide Part 645 with the respect to salvage and depreciation credits when applicable.

V. **General Covenants**

The owner hereby agrees to accept full title and responsibility for the adjusted facility in writing upon satisfactory completion of the work. Such acceptance will acknowledge the owner's responsibility to maintain the facility in accordance with all applicable codes, standards and regulations, including his obligation, where applicable, to remove any or all of the facility from the highway at the order of the Commissioner of Transportation, all in accordance with the Rules and Regulations Governing the Accommodation of Utilities within the State Highway Right-of-Way. All compensable claims covered by this agreement will be included in one of the following:

- A. Privately Owned Property Agreement executed prior to the performance of the work.

## UTILITY WORK AGREEMENT

REF. #6A

- B. Municipal Agreement executed prior to performance of the work.
- C. Reimbursement Agreement executed prior to performance of the work.
- D. Such other agreement as approved by NYSDOT Office of Legal Affairs.

### VI. References

The following documents are herewith incorporated in this agreement be reference (check appropriate boxes)

- ☐ Federal Highway Administration's Federal-Aid Policy Guide Part 645.
- ☒ Contract documents : Contract number D900055  
PIN X731.65  
Plan sheets No. UTS-01 through UTS-05
- ☐ Owner's plan sheets \_\_\_\_\_
- ☐ Owner's estimate sheets form No. \_\_\_\_\_
- ☐ Resolution dated \_\_\_\_\_, by \_\_\_\_\_
  - ☐ Granting the State of New York authority to perform the adjustment for the owner.
  - ☐ Agreeing to maintain facilities adjusted via State-let contract.
  - ☐ Authorizing deposit of funds by the owner.
- ☒ Certification by the owner or his agent that he has the legal authority to enter into this agreement.

(Print/Type Name) Owner or Agent	(Signature)	Title	Date
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For NYSDOT Commissioner of Transportation	Title	Date
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**FIRE DEPARTMENT OF THE CITY OF NEW YORK (FDNY)**

**LETTER OF NO OBJECTIONS**



# FDNY

[FireOps@fdny.nyc.gov](mailto:FireOps@fdny.nyc.gov)

**JOHN M. ESPOSITO**

Chief of Operations

Bureau of Operations

July 8, 2022

Dewberry Engineers Inc.  
Attn: Mr. Robert Gallup, PE  
132 West 31<sup>st</sup> Street, Suite 301  
New York, NY 10001-3473

Re: Access Review  
Hunts Point Interstate Access Improvements at Bruckner Expressway  
Borough of Bronx  
**2022-TMENGR-004722-PLAN**

Dear Mr. Gallup,

The Fire Department's Bureau of Operations reviewed your submitted plan Proposed Work and Roadway, Sheets 01 – 04 for the above referenced location and has **no objection** to the proposed roadway reconstruction. The corresponding stamped-approved plans accompany this letter.

Conditions of this approval are:

- All fire hydrants associated with the above referenced modifications must have unobstructed access and adequate operability range of space necessary as specified in NYC Fire Code Chapter 5 Sections 508.5.4 and 508.5.6.
- All locations within the above referenced project where concrete barriers or fencing is installed, and blocking fire hydrant access from roadways, must have a 3-foot sectional break installed in either the wall and / or fencing
  - Signage must be affixed on the roadway side at the above referenced walls and fencing openings stating: **FDNY Hydrant Access** and comply with the specifications presented in attached Signage Diagram 1A

**Note:** The attached addendum is fully enforced.

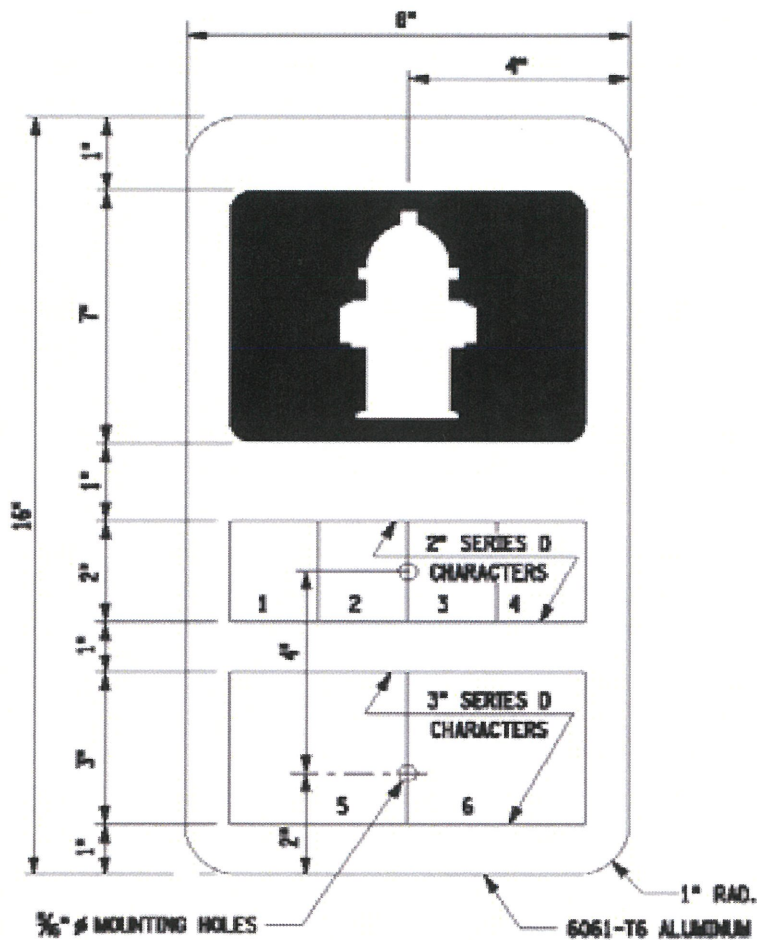
It is understood that all legal requirements, including those set forth in the New York City Fire Code and the New York City Construction Codes must be complied with by the applicant.

Very truly yours,

**John M. Esposito**

Chief of Operations

Signage Diagram 1A



**FIRE HOSE ACCESS LOCATION SIGN**  
NOT TO SCALE

### SIGN NOTES

1. LOCATION SIGN SHALL HAVE RED REFLECTIVE SHEETING WITH A TRIANGULAR BRACKET OR MOUNTED ON A SIGN POST IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 645 AND APPLICABLE STANDARD SHEETS.
2. POSITIONS 1-4 = SAME AS REFERENCE MARKERS (STD. SHT. 646-11).
3. POSITIONS 5-6 = SEQUENCE NUMBER AS PROVIDED.
4. SIGN SHALL BE MOUNTED TO THE CONCRETE NOISE BARRIER WITH  $\frac{1}{4}$ " SCREWS THAT SHALL BE ADEQUATE LENGTH TO ANCHOR SIGN TO STRUCTURAL CONCRETE PANEL (2 PER SIGN).
5. ONE LOCATION SIGN SHALL BE MOUNTED ON EACH SIDE OF THE NOISE BARRIER JUST ABOVE THE ACCESS OPENING AND ONE LOCATION SIGN SHALL BE INSTALLED ON A POST ON THE LIE SIDE OF THE NOISE BARRIER (TOTAL OF 3 SIGNS PER LOCATION). POST MOUNTED SIGN LOCATIONS SHALL BE COORDINATED AND APPROVED BY THE ENGINEER AND FDNY.
6. LOCATION SIGNS SHALL BE PAID FOR UNDER ITEM 645.5101 GROUND MOUNTED SIGN PANELS WITHOUT Z-BARS AND ITEM 645.01 - TYPE A SIGN POSTS.

## Supplemental Addendum for Letter of No Objection (LNO)

### Location / Project Reviewed:

Hunts Point Interstate Access Improvements at Bruckner Expressway

Borough of Bronx

2022-TMENGR-004722-PLAN

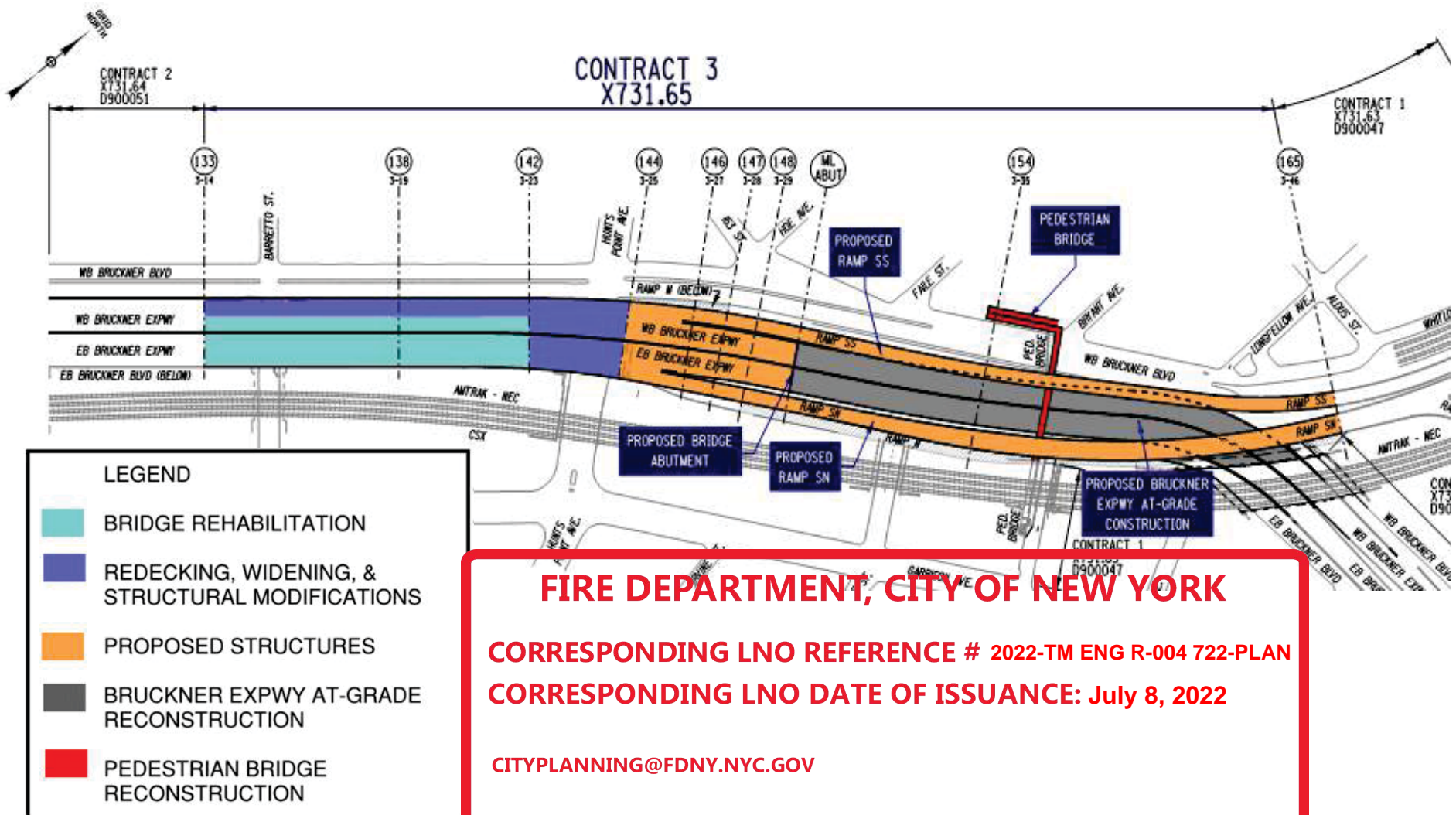
Date of LNO Issuance: 06/24/2022

- The LNO corresponding with the above referenced location is not an approval for any construction feature, nor Fire Department access request other than that stipulated herein.
- Site plan modifications to the above referenced location impacting Fire Department access, including emergency response, must be submitted by applicant for further Fire Department review, and are subject to the Fire Department's written approval prior to commencement of construction.
  - Additional information regarding applicant LNO modifications is available at:  
<https://www1.nyc.gov/site/fdny/business/support/fdny-business.page>
- Due to potential unforeseen public safety requirements, The Fire Department's Bureau of Operations may provide written notice to applicant stating modifications to LNO conditions stipulated herein.
- ERS fire alarm box reviews are required, and when applicable, the applicant must email the above referenced location's utility and highway construction plans to the Bureau of Plant Operations Engineering Unit: [Edward.Durkin@fdny.nyc.gov](mailto:Edward.Durkin@fdny.nyc.gov) (718-281-3933).
- A copy of the LNO and corresponding stamp-approved plan(s) must be maintained on-site by applicant and made available to Department of Buildings and Fire Department representatives upon their request.
- Unscheduled surveillance site inspections will be performed by The Fire Department to monitor compliance to LNO conditions stipulated herein.

Please email inquiries regarding this approval or general Fire Department access or fire operational concerns to FDNY City Planning representatives or: [cityplanning@fdny.nyc.org](mailto:cityplanning@fdny.nyc.org)



# Proposed Work





**NEW YORK**  
STATE OF  
OPPORTUNITY.



FILE NAME = pwr/.../XT3165.Hunts Point Truck Access - Contract 3/CAD/01 AECOM/Civil/XT3165.PRS.GNP\_202-AECON.dgn  
DATE/TIME = Friday, May 06, 2022 06:37:05 PM  
USER = uma.lakshman

PROJECT MANAGER

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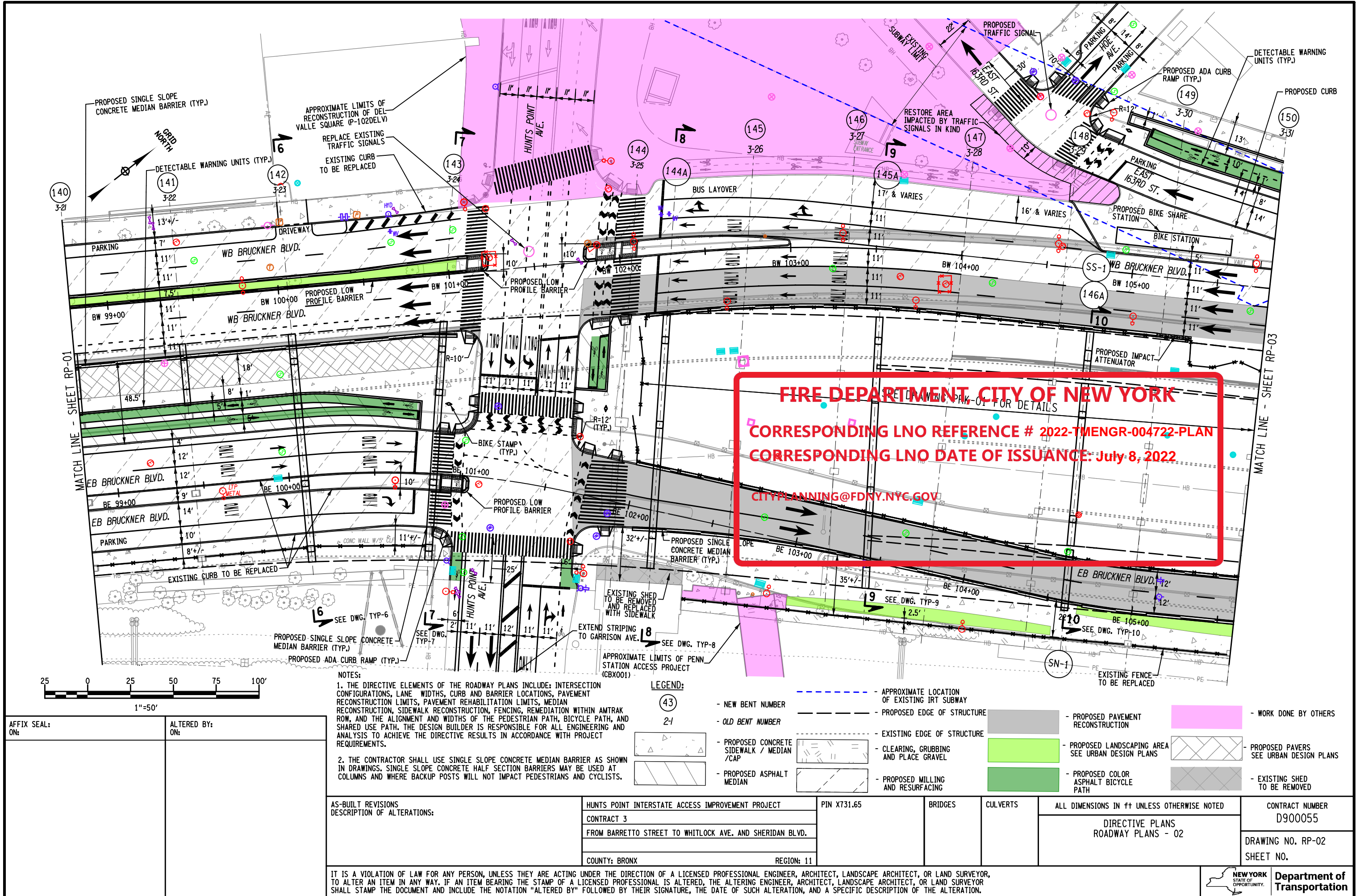
DRAFTING

CHECK

DESIGN

JOB MANAGER

DESIGN SUPERVISOR



**FIRE DEPARTMENT, CITY OF NEW YORK**  
CORRESPONDING LNO REFERENCE # 2022-TMENG-004722-PLAN  
CORRESPONDING LNO DATE OF ISSUANCE: July 8, 2022  
CITYPLANNING@FDNY.NYC.GOV

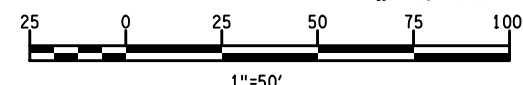


**CITYPLANNING@FDNY.NYC.GOV**

Department of  
Transportation



**CITYPLANNING@FDNY.NYC.GOV**

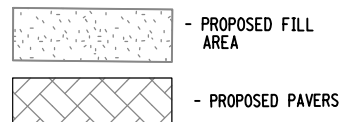



**NEW YORK**  
 STATE OF  
 OPPORTUNITY.

**NEW YORK**  
STATE OF  
OPPORTUNITY.

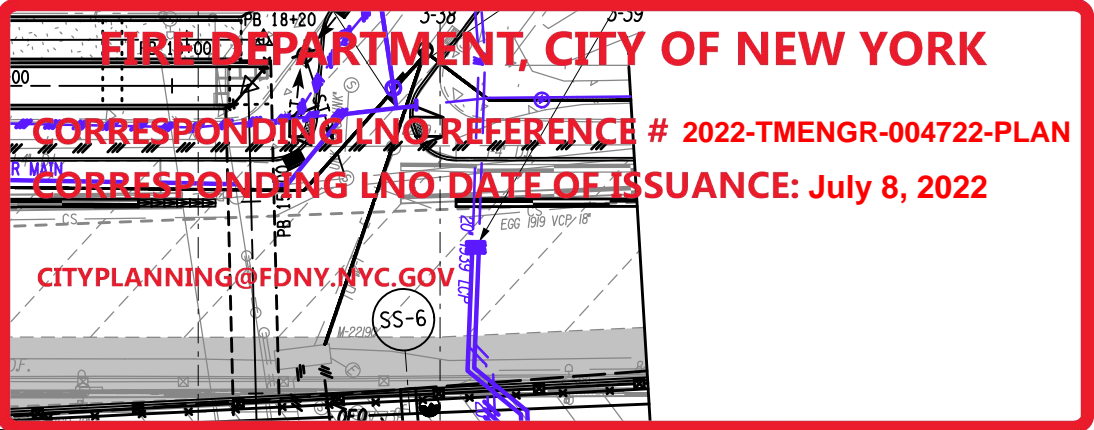


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**CITYPLANNING@FDNY.NYC.GOV**

— WATER MAIN REMOVED IN CONTRACT D900047

**NEW YORK**  
STATE OF  
OPPORTUNITY.



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**INDICATIVE UTILITY PLANS**

1. THE CONTRACTOR SHALL NOTIFY THE FIRE DEPARTMENT'S BUREAU OF PLANT OPERATIONS ENGINEERING UNIT, TELEPHONE (718) 281-3846 OR (718) 281-3933, AT LEAST ONE (1) MONTH IN ADVANCE OF STARTING CONSTRUCTION AND TO MAKE AN APPOINTMENT TO PICK UP FDNY BASE MAPS AT 316 SGT. BEERS AVENUE, FORT TOTTEN, BAYSIDE, QUEENS 11359.
2. ALL EXISTING FIRE DEPARTMENT COMMUNICATION FACILITIES SHALL BE PROTECTED AND PROVISIONS MADE FOR THEIR CONTINUOUS OPERATION DURING CONSTRUCTION. ALL ALARM BOXES AND POSTS MUST REMAIN ACCESSIBLE. IF, DUE TO THE CONTRACTOR'S OPERATION, FIRE ALARM SERVICE IS INADVERTENTLY INTERRUPTED OR FIRE COMMUNICATION SYSTEM EQUIPMENT OR FACILITIES ARE DAMAGED, THE CONTRACTOR WILL BE HELD RESPONSIBLE AND SHALL REPLACE THEM AT HIS/HER OWN EXPENSE AND IN ACCORDANCE WITH FIRE DEPARTMENT REQUIREMENTS.
3. TO REQUEST STREET MARK OUTS OF FIRE COMMUNICATIONS UNDERGROUND FACILITIES, THE CONTRACTOR MUST CONTACT BUREAU OF PLANT OPERATIONS ENGINEERING UNIT AT (718) 281-3846 OR (718) 281-3933 AT LEAST ONE (1) MONTH PRIOR TO COMMENCEMENT OF WORK.
4. ALL FIRE DEPARTMENT WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST REGULATIONS, SPECIFICATIONS AND STANDARDS OF THE NEW YORK CITY FIRE DEPARTMENT, UNDER THE DIRECTION OF THE FIRE DEPARTMENT ENGINEER AND THE SUPERVISION OF THE RESIDENT ENGINEER/PROJECT MANAGER.
5. THE CONTRACTOR SHALL BE REQUIRED TO FURNISH AND INSTALL ALL NECESSARY FIRE DEPARTMENT FACILITIES, CONDUITS, CABLES, ETC., UNDER THE APPROPRIATELY SCHEDULED ITEMS. ANY OBSTRUCTION ENCOUNTERED IN PULLING THE CABLE SHALL BE CLEARED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE F.D.N.Y. COMMUNICATION ELECTRICIANS WILL PERFORM THE LIVE SPLICING OPERATIONS IN MANHOLES AND MAKE ALL TRANSFERS OF ALARM BOXES AND/OR AERIAL CABLES.
6. THE CONTRACTOR MUST CONTACT EMPIRE CITY SUBWAY OR VERIZON FOR ANY POINT OF ENTRIES (P.O.E.'S) INTO THEIR MANHOLES AND OBTAIN WALL MARK OUTS BY THEM. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL P.O.E. AND ECS/VERIZON INSPECTIONS.
7. ANY REQUIRED FIRE ALARM POST, SUBBASE AND HARDWARE, WIRE TERMINAL BOXES AND FIRE ALARM CABLES MUST BE PURCHASED AND PICKED UP FROM THE FIRE DEPARTMENT STOREHOUSE, 87 UNION STREET, BROOKLYN, N.Y. 11231-1416. PRIOR TO BIDDING, THE CONTRACTOR SHALL CONTACT THE BUREAU OF PLANT OPERATIONS ENGINEERING UNIT AT (718) 281-3846 OR (718) 281-3933 FOR THE LATEST MATERIAL COST OF FIRE COMMUNICATIONS ITEMS. THE CONTRACTOR SHALL ALSO NOTIFY THE FIRE DEPARTMENT'S BUREAU OF PLANT OPERATIONS ENGINEERING UNIT, TELEPHONE (718) 281-3846 OR (718) 281-3933, AT LEAST FORTY- EIGHT (48) HOURS IN ADVANCE TO ARRANGE FOR PICKUP OF MATERIALS PURCHASED FROM THE FIRE DEPARTMENT. PICK UP HOURS ARE BETWEEN 08:30AM AND 12:30PM.
8. THE ELECTRICAL SUBCONTRACTOR MUST MAKE AN APPOINTMENT WITH THE BUREAU OF PLANT OPERATIONS ENGINEERING TO ATTEND A BRIEF TUTORIAL ON TERMINATING FIRE ALARM CABLES TO TERMINAL BOXES.
9. OLD DEACTIVATED FIRE ALARM POSTS AND UNUSED CABLE REELS SHALL BE RETURNED TO THE FIRE DEPARTMENT STOREHOUSE BY THE CONTRACTOR AFTER MAKING AN APPOINTMENT WITH THE FD PLANT OPERATIONS ENGINEERING OFFICE.
10. AT THE CLOSE OF ANY PROJECT INVOLVING CONSTRUCTION OR ALTERATIONS TO FIRE ALARM FACILITIES, ONE HARD COPY AND ONE ELECTRONIC COPY (PDF FORMAT) OF PROPOSED UTILITY PLAN SHEETS AND/OR SKETCHES OF "AS-BUILT" CHANGES MUST BE PROVIDED TO THE BUREAU OF PLANT OPERATIONS ENGINEERING OFFICE AT 316 SGT. BEERS AVENUE, FORT TOTTEN, BAYSIDE, QUEENS 11359.

1. ALL HYDRANTS MUST HAVE UNOBSTRUCTED ACCESS AND ADEQUATE OPERABILITY RANGE OF SPACE NECESSARY AS SPECIFIED IN NYC FIRE CODE CHAPTER 5 SECTIONS 508.5.4 AND 508.5.6.
2. ALL LOCATIONS WHERE CONCRETE BARRIERS OR FENCING IS INSTALLED AND IS BLOCKING FIRE HYDRANT ACCESS FROM THE ROADWAYS, MUST HAVE A 3-FOOT SECTIONAL BREAK INSTALLED IN EITHER THE WALL AND/OR FENCING.
3. SIGNAGE MUST BE AFFIXED ON THE ROADWAY SIDE OF WALLS AND FENCING OPENINGS STATING: "FDNY HYDRANT ACCESS" AND COMPLY WITH THE SPECIFICATIONS PRESENTED IN SIGNAGE DIAGRAM 1A.
4. SITE PLAN MODIFICATIONS TO THE LOCATIONS AFFECTING FIRE DEPARTMENT ACCESS, INCLUDING EMERGENCY RESPONSE, MUST BE SUBMITTED BY THE DESIGN BUILDER FOR FURTHER FIRE DEPARTMENT REVIEW, AND ARE SUBJECT TO THE FIRE DEPARTMENT'S WRITTEN APPROVAL PRIOR TO COMMENCEMENT OF CONSTRUCTION.
5. A COPY OF THE LETTER OF NO OBJECTION AND CORRESPONDING STAMPED-APPROVED PLANS MUST BE MAINTAINED ON-SITE BY THE DESIGN BUILDER AND MADE AVAILABLE TO THE DEPARTMENT OF BUILDINGS AND FIRE DEPARTMENT REPRESENTATIVES UPON THEIR REQUEST.



1. LOCATION SIGN SHALL HAVE RED REFLECTIVE SHEETING WITH A TRIANGULAR BRACKET OR MOUNTED ON A SIGN POST IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 645 AND APPLICABLE STANDARD SHEETS.
2. POSITIONS 1-4 = SAME AS REFERENCE MARKERS (STD. SHT. 646-11)
3. POSITIONS 5-6 = SEQUENCE NUMBERS AS PROVIDED.

### LIST OF APPLICABLE FDNY STANDARD DRAWINGS

DRAWING NO.	TITLE
140	MANHOLE COVER AND FRAME
141	MANHOLE CONSTRUCTION POST SETTINGS AND SUBSIDIARY CONNECTIONS
144	MANHOLE CONSTRUCTION TYPE 'A' AND 'B'
144E	DRAINPLATE FOR F.D. MANHOLE AND HANDHOLE
144S	SLOTTED MANHOLE CONSTRUCTION
168	INSTALLATION OF FIRE ALARM PEDESTAL BUMPERS

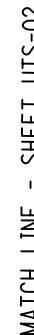
SPECIFICATIONS FOR INSTALLATION OF UNDERGROUND CABLE.  
ADDENDUM FOR REPLACEMENT OF FIRE COMMUNICATIONS SYSTEM.  
SPECIFICATIONS FOR INSTALLATION OF UNDERGROUND CONDUITS AND POSTS.

**Revision:**  
Incorporate requirements from FDNY  
Bureau of Operations Letter of No  
Objection.

AFFIX SEAL: ON:		ALTERED BY: ON:		<div style="border: 2px dashed red; height: 40px; width: 100%;"></div>											
		AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT		PIN X731.65		BRIDGES		CULVERTS		ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED		CONTRACT NUMBER D900055	
				CONTRACT 3								UTILITY PLANS UTILITY NOTES FDNY		DRAWING NO. UTN-04 SHEET NO.	
				FROM BARRETTO STREET TO WHITLOCK AVE. AND SHERIDAN BLVD.											
				COUNTY: BRONX		REGION: 11									
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.															










ALTERED BY:  
ON:

25 0 25 50 75 100  
1"=50'

- LEGEND:  
REFER TO ROADWAY PLANS FOR ADDITIONAL FEATURES  
(E.G. LANDSCAPE AREAS AND BICYCLE PATHS)

RES

- SURFACE WATER FLOW AT ROADWAY GRADE
- PROPOSED NEW FENCE
- PROPOSED CONCRETE BARRIER
- CLEARING, GRUBBING AND PLACE GRAVEL
- PROPOSED MILLING AND RESURFACING

 - APPROXIMATE LOCATION OF EXISTING IRT SUBWAY  
 - PROPOSED PAVEMENT RECONSTRUCTION  
 - PROPOSED FILL AREA

HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT	
CONTRACT 3	
FROM BARRETTO STREET TO WHITLOCK AVE. AND SHERIDAN BLVD.	
COUNTY: BRONX	REGION: 1

BRIDGES
---------

	CULVERTS
--	----------

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

CONTRACT NUMBER  
D900055

INDICATIVE PLANS  
UTILITY PLANS  
NYCDEP SEWER AND NYSDOT DRAINAGE

DRAWING NO. UTS-03  
SHEET NO.

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Department of  
Transportation



Department of  
Transportation

## **SP-20. STEEL/IRON PRICE ADJUSTMENT**

Item 800.16000115 – *Steel/Iron Price Adjustment* has been included in this contract.

### **Background**

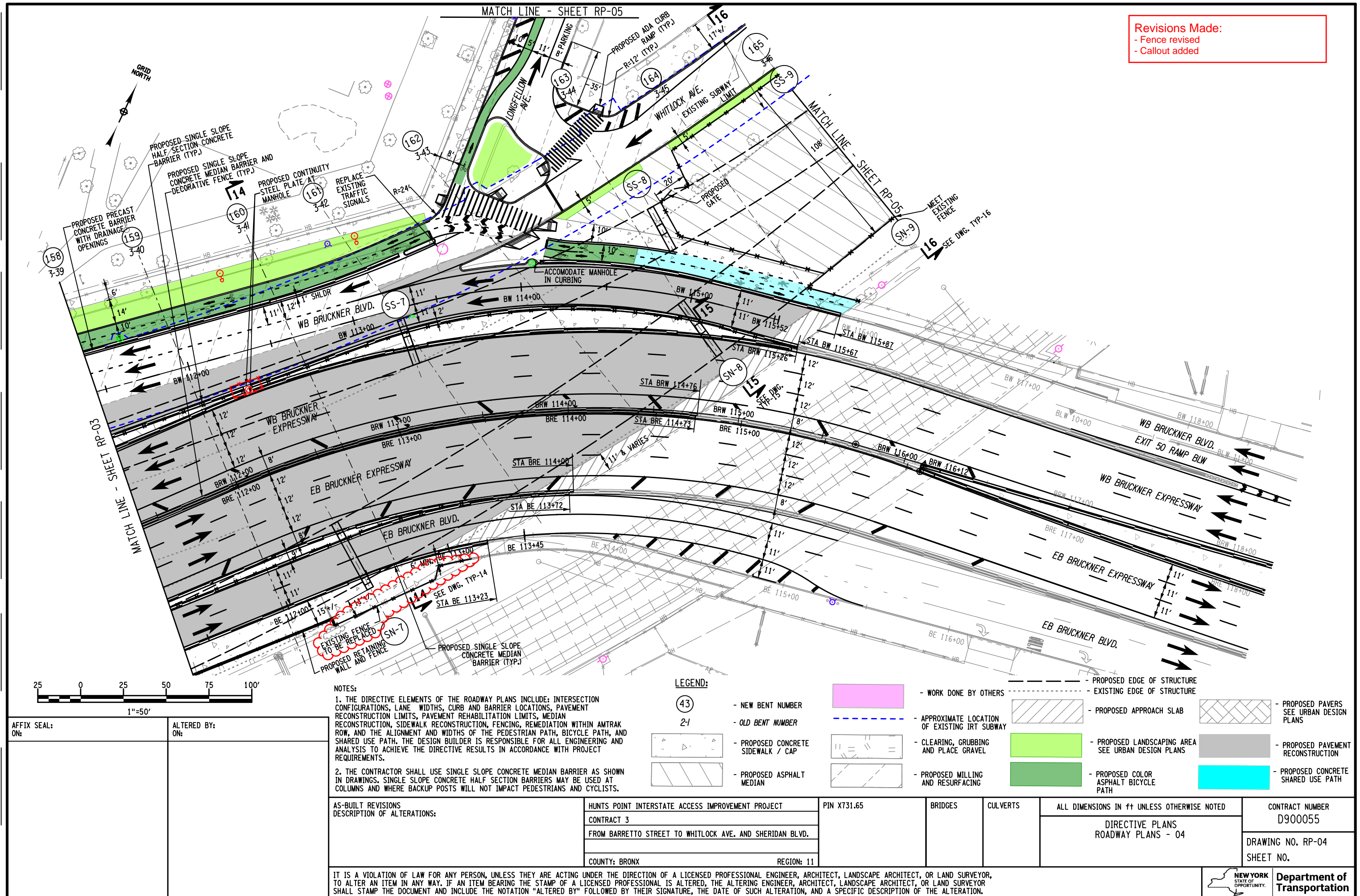
The Department has elected to pilot the use of Steel/Iron Price Adjustments on this Design-Build contract. Steel and Iron Prices can change dramatically depending on many complex market and supply conditions. In an effort to limit the amount of financial risk experienced by the Design-Builder to these volatile market conditions, the Department will provide price adjustments based upon the Producer Price Index (PPI) for Semifinished Steel Mill Products. The Benchmark Steel Index will be based upon the PPI for the month that proposals are submitted. In conditions when the monthly steel index increases beyond the 5% threshold, a payment will be made to the Design-Builder for materials that were invoiced in that month. If the monthly steel index decreases beyond the 5% threshold, the Department will receive a credit for materials that were invoiced in that month. These payments/credits shall be in accordance with the requirements of Item 800.16000115, Steel/Iron Price Adjustment.

### **Form PA**

Form PA has been included in the ITP Appendix E. This form shall be submitted with Volume **34** of the proposal and it shall indicate whether the Design-Builder elects to participate, or opt out, of the Steel/Iron Price Adjustment. The Design-Builder's decision to participate or opt-out of the Steel/Iron Price Adjustment must be made at the time of proposals due, as this decision cannot be modified thereafter.

Form PA has been preloaded to reflect the various materials within this contract that are eligible for the Steel/Iron Price Adjustment. No additional feature or materials are eligible for the Steel/Iron Price Adjustment. The Design-Builder may elect to participate in the Steel/Iron Price Adjustment for some, all, or none of these identified materials, so long as it is indicated on Form PA and submitted on the Proposal Due Date along with their Price Proposal.









**LEGEND:**

(43)	- NEW BENT NUMBER
2-1	- OLD BENT NUMBER
---	- APPROXIMATE LOCATION OF EXISTING IRT SUBWAY
---	- PROPOSED EDGE OF STRUCTURE
---	- EXISTING EDGE OF STRUCTURE

- PROPOSED CONCRETE SIDEWALK / MEDIAN / CAP

- PROPOSED FULL DEPTH ASPHALT

- SECURITY CAMERA


- LEVEL 2 EV CHARGER STATION

- EV FAST CHARGER STATION

- TRANSFORMER ZONE

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT	PIN X731.65	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER D900055
	CONTRACT 3				DIRECTIVE PLANS PARKING LOT PLAN	DRAWING NO. PRK-01
	FROM BARRETTO STREET TO WHITLOCK AVE. AND SHERIDAN BLVD.					
COUNTY: BRONX	REGION: 11					SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



**NEW YORK**  
STATE OF  
OPPORTUNITY.

**Department of  
Transportation**



**Revisions Made:**  
- Fence and callouts revised

FILE NAME = p:\w\...\X73165\_Hunts Point Truck Access - Contract 3\CAD\01 AECOM\Civil\Typical Sections\X73165\_CPH\_XCS.R14-AECOM.dgn [DATE/TIME = Thursday, July 28, 2022 09:20:39 AM USER = selzard

PROJECT MANAGER

CHECK

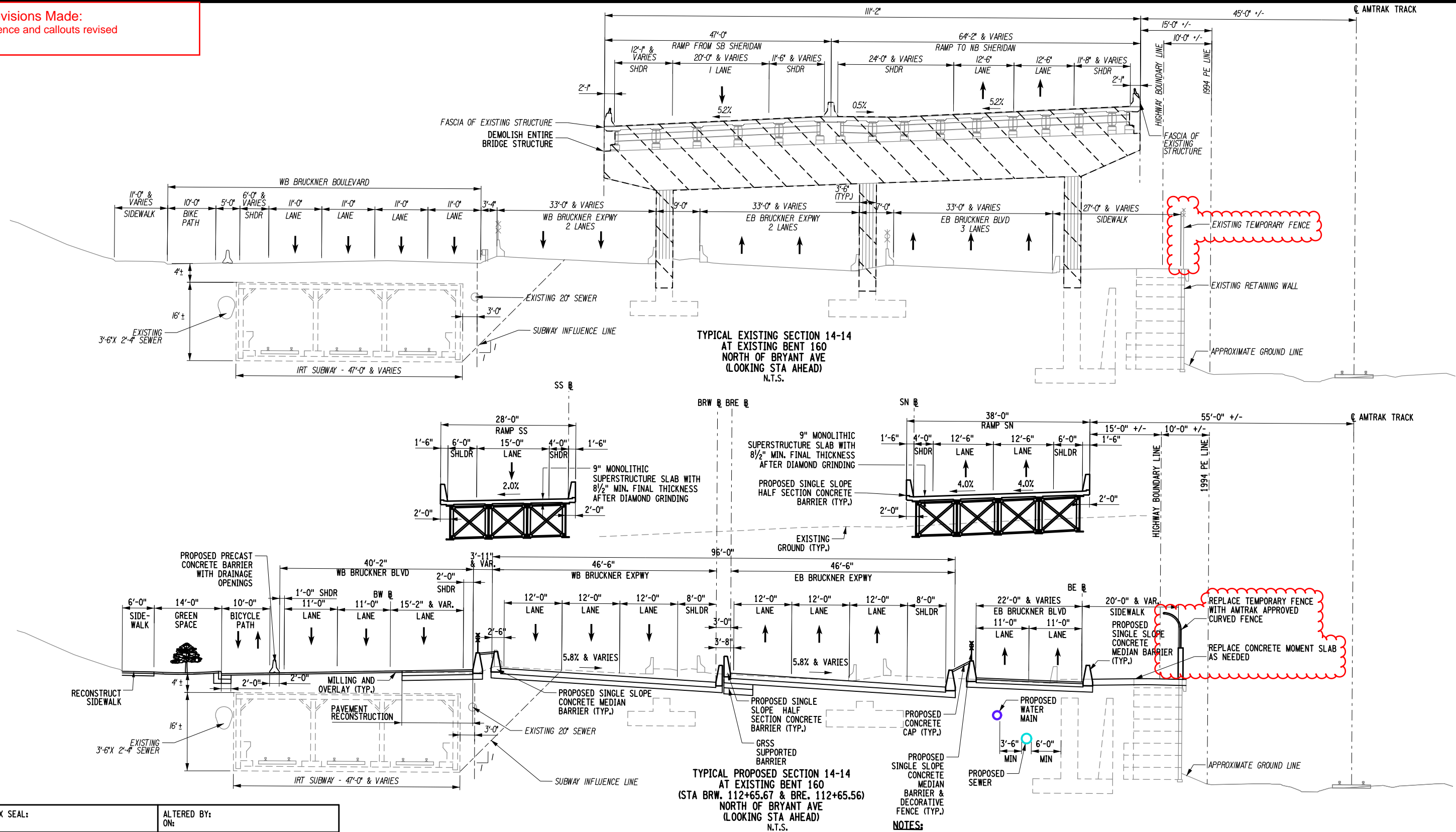
DRAFTING

CHECK

## DESIGN

**JOB MANAGER**

DESIGN SUPERVISOR

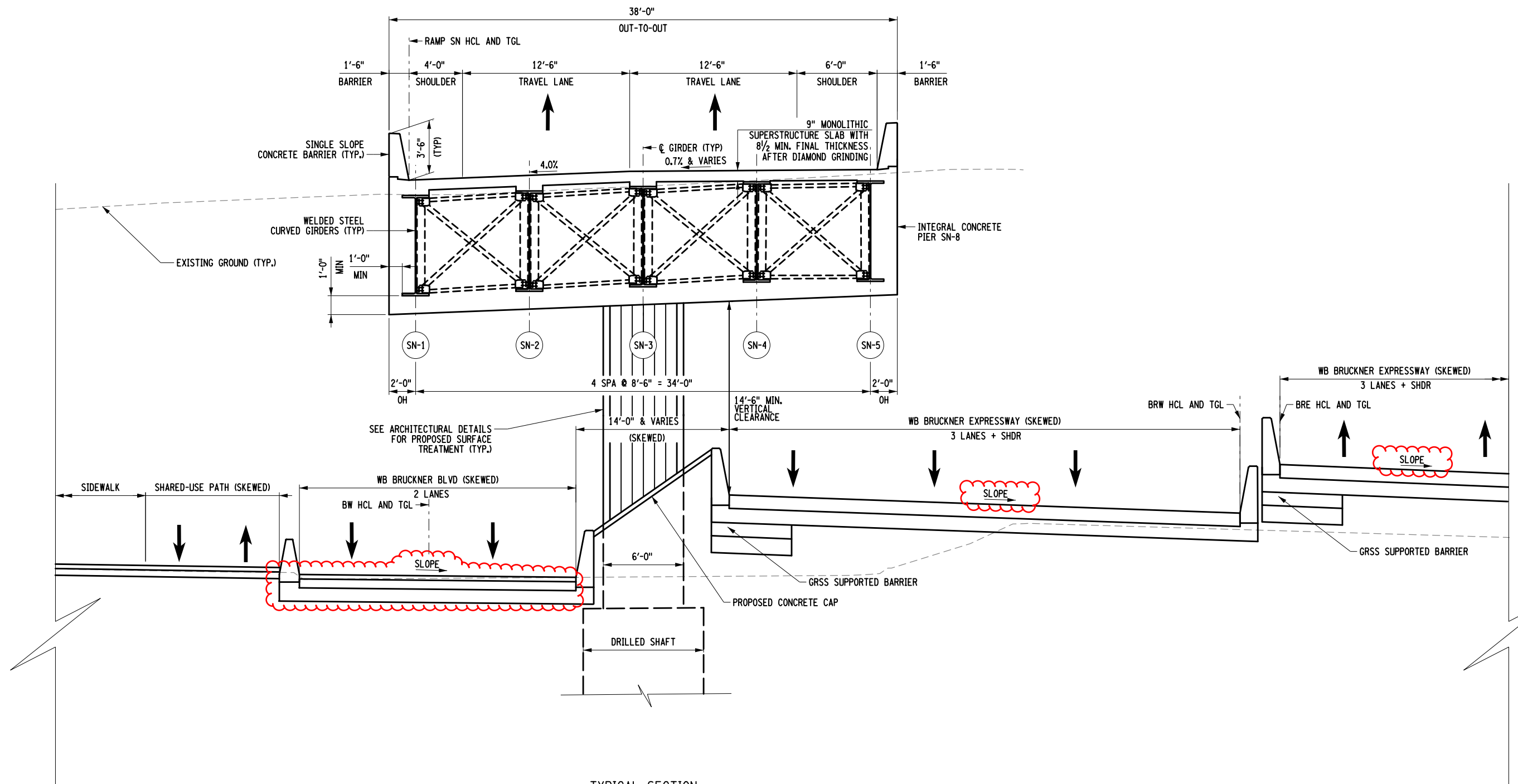


**NOTES:**  
1. FOR TOP OF ROCK ELEVATIONS, SEE GEOTECHNICAL DATA REPORT.


AS-BUILT REVISIONS: DESCRIPTION OF ALTERATIONS:	HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT	PIN X731.65	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER D900055
	CONTRACT 3				INDICATIVE PLANS TYPICAL SECTION 14-14	DRAWING NO. TYP-14 SHEET NO.
	FROM BARRETTO STREET TO WHITLOCK AVE. AND SHERIDAN BLVD.					
	COUNTY: BRONX					

**Revisions Made:**

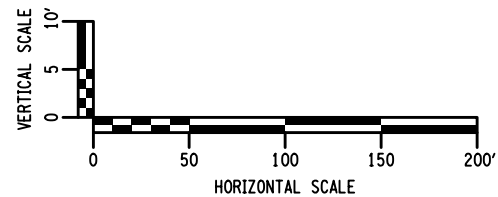
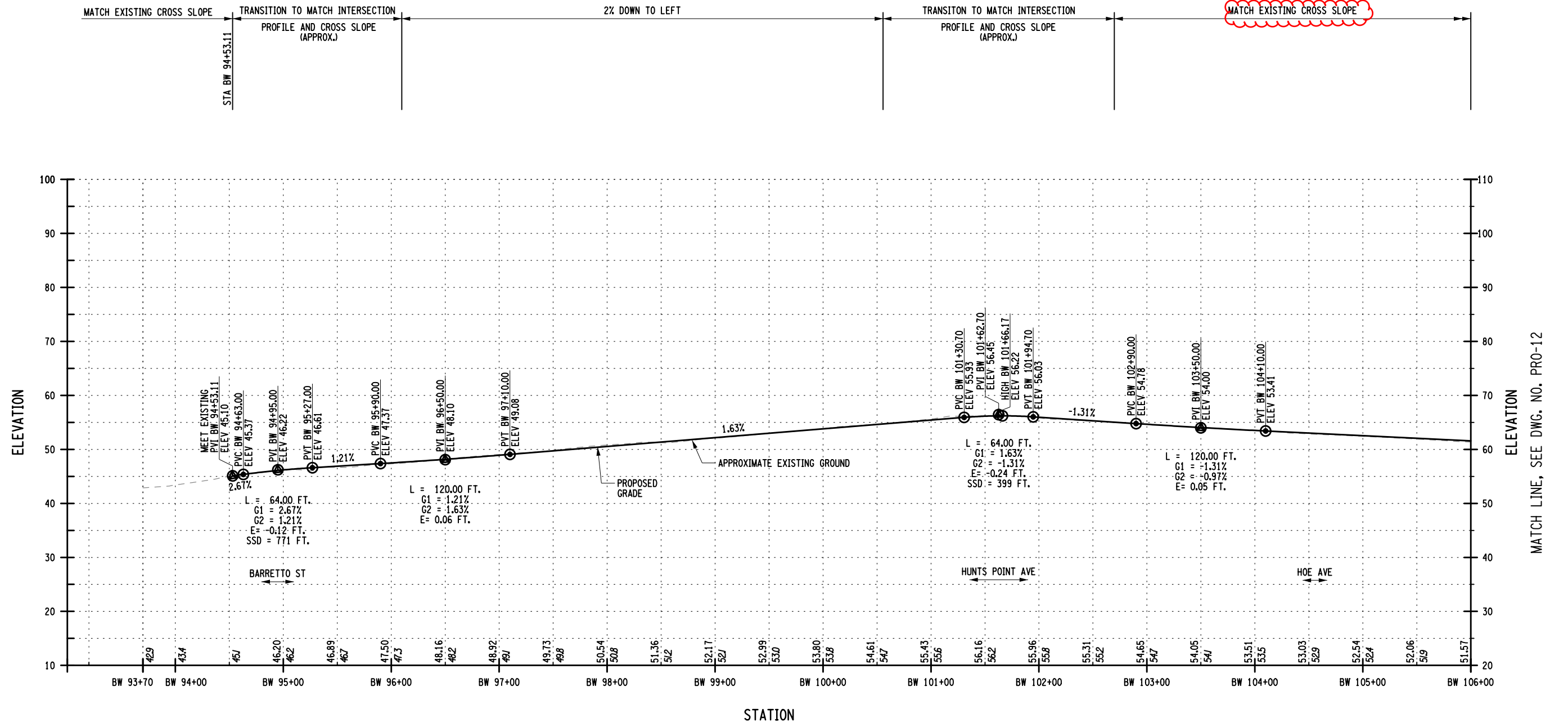
- Cross slope WB Bruckner Blvd revised
- Slope labels added



TYPICAL SECTION  
RAMP SN AT PIER SN-8  
(STA. SN 114+83.08)  
SECTION 15-15  
(LOOKING STA AHEAD)  
NOT TO SCALE

AFFIX SEAL: ON:		ALTERED BY: ON:		RAMP SN AT PIER SN-8 (STA. SN 114+83.08) SECTION 15-15 (LOOKING STA AHEAD) NOT TO SCALE									
		AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT		PIN X731.65	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER D900055			
				CONTRACT 3						INDICATIVE PLANS TYPICAL SECTION 15-15			
				FROM BARRETTO STREET TO WHITLOCK AVE. AND SHERIDAN BLVD.									
				COUNTY: BRONX						REGION: 11		DRAWING NO. TYP-15 SHEET NO.	
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Revisions Made:  
- Cross slope label revised



AFFIX SEAL: ON:		ALTERED BY: ON:															
		<div><div>VERTICAL SCALE</div><div><div></div><div>0</div><div>5</div></div><div><div></div><div>0</div><div>50</div><div>100</div><div>150</div><div>200'</div></div><div>HORIZONTAL SCALE</div></div>															
				AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT		PIN X731.65		BRIDGES		CULVERTS		ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED		CONTRACT NUMBER D900055	
		CONTRACT 3				FROM BARRETTO STREET TO WHITLOCK AVE. AND SHERIDAN BLVD.								INDICATIVE PLANS BRUCKNER BOULEVARD (WESTBOUND) PROFILE		DRAWING NO. PRO-11 SHEET NO.	
				COUNTY: BRONX		REGION: 11											
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.														<div><div></div><div>NEW YORK</div><div>STATE OF OPPORTUNITY.</div></div>		Department of Transportation	



FILE NAME = M:\17-940 BRUCKNER HUNTS POINT ACCESS\DWG\_03\09-SHEETS\X73165\_OPH\_LAP\_106\_MNL.DWG  
DATE/TIME = Tuesday, December 11, 2018 9:37:14 AM  
USER = aarato

DESIGN SUPERVISOR S. NIELSEN

JOB MANAGER R. DEMARCO

DESIGN A. ARATO, S. GIMON

CHECK S. NIELSEN

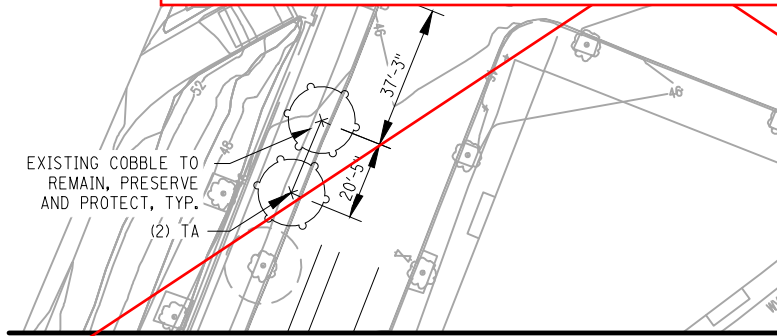
DRAFTING S. GIMON, M. RICHMOND

CHECK N. MAEDA

PROJECT MANAGER A. ARATO



SHEET REMOVED FROM RFP PART 6



MATCH TO DWG. NO. UP-04

LEGEND:

--- EXTENT OF OVERHEAD STRUCTURE  
--- EXTENT OF BELOW-GRADE SUBWAY



EXISTING TREE TO REMAIN



PROPOSED TREE, SYMBOL VARIES, SEE SHEET LPT-01 - PLANTING TABLE FOR PLANTING SCHEDULE



PROPOSED TREE IN NEW TREE PIT



SALVAGED GRANITE PAVERS, SEE "REUSE AND RESET GRANITE PAVERS" NOTES ON LN-02



PIGMENTED CONCRETE PAVEMENT (COLOR AMS-STD 17773)



PIGMENTED CONCRETE PAVEMENT (COLOR AMS-STD 16251)



PROPOSED PLANTING AREA, SEE DRAWINGS LEP 01-11 FOR PLANTING PLANS



PROPOSED ROADWAY BARRIER, SEE ROADWAY DWGS.

NOTES:

1. SEE DRAWING LPT-01 FOR PLANTING SCHEDULE.
2. SEE PN-01 FOR PLANTING NOTES.
3. CONTRACTOR TO VERIFY 24" MINIMUM DISTANCE FROM CON ED TRANSMISSION LINES TO EDGE OF TREE PIT FOR ALL PROPOSED TREES.
4. THERE SHALL BE NO SAW CUTTING OF PAVEMENT NEAR CON ED OIL-O-STATIC LINES.
5. FOR SIDEWALKS, BIKE LANE AND ROADWAY, SEE ROADWAY DRAWINGS.

AS-BUILT REVISIONS  
DESCRIPTION OF ALTERATIONS:

HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT

PIN X731.65

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

CONTRACT NUMBER

CONTRACT 3

FROM BARRETTO ST. TO WHITLOCK AVE. AND SHERIDAN BLVD.

COUNTY: THE BRONX

REGION: 11

INDICATIVE PLANS  
URBAN DESIGN AND PLANTING PLAN

D900055

DRAWING NO. UP-06

SHEET NO.

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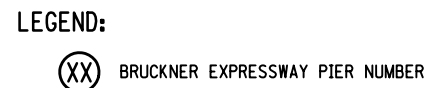
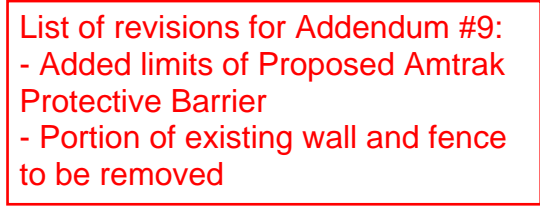
Department of  
Transportation




1" = 50'

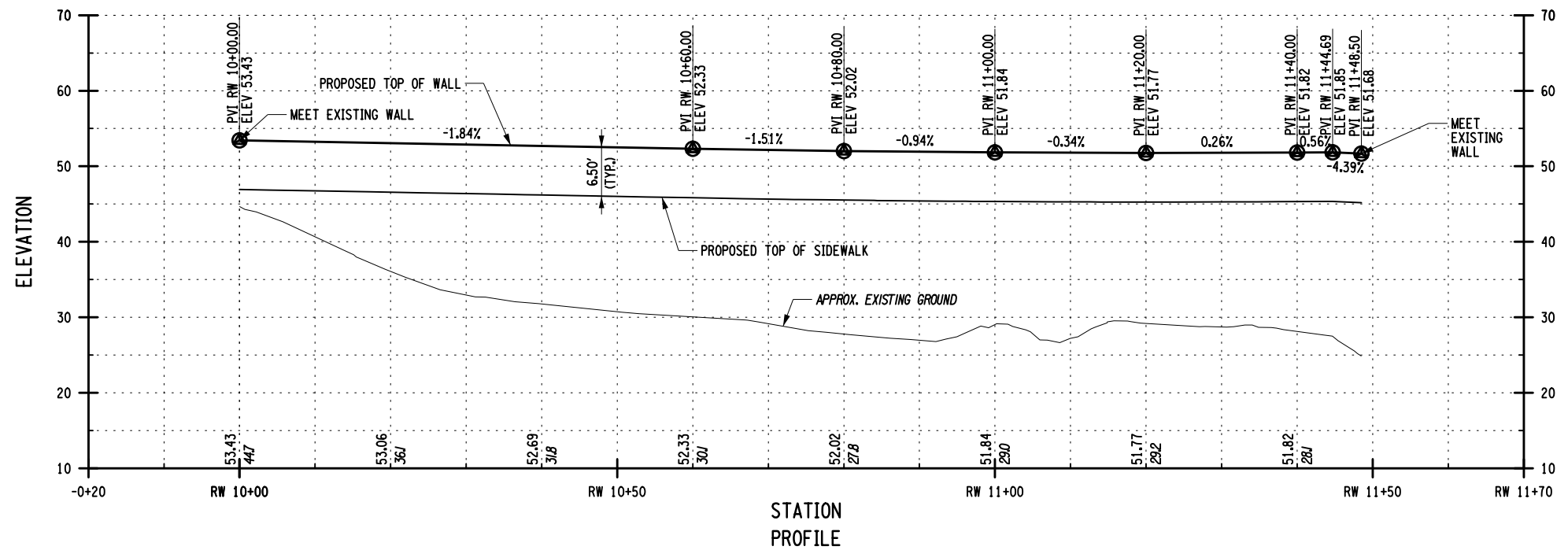







- ## NOTES
1. EXISTING STEEL PICKET FENCE ON TOP OF RETAINING WALL IS NOT SHOWN IN ELEVATION VIEW FOR CLARITY.

AFFIX SEAL: ON:		ALTERED BY: ON:												
		NOTES 1. EXISTING STEEL PICKET FENCE ON TOP OF RETAINING WALL IS NOT SHOWN IN ELEVATION VIEW FOR CLARITY.												
		AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT		PIN X731.65	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED		CONTRACT NUMBER D900055			
				CONTRACT 3					INDICATIVE PLANS		DRAWING NO. RWP-08 SHEET NO.			
				FROM BARRETTO STREET TO WHITLOCK AVE. AND SHERIDAN BLVD.										
		COUNTY: BRONX		REGION: 11										
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AFFIX SEAL: ON:		ALTERED BY: ON:		<div style="display: flex; justify-content: space-between; width: 100%;"> <span>10</span> <span>-0+20</span> <span>RW 10+00</span> <span>RW 10+50</span> <span>RW 11+00</span> <span>RW 11+50</span> <span>10</span> </div> <div style="text-align: center; margin-top: 20px;"> <h2>STATION PROFILE</h2> </div>													
		AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT		PIN X731.65		BRIDGES		CULVERTS		ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED		CONTRACT NUMBER D900055			
				CONTRACT 3								INDICATIVE PLANS		DRAWING NO. RWA-1 SHEET NO.			
				FROM BARRETTO STREET TO WHITLOCK AVE. AND SHERIDAN BLVD.													
				COUNTY: BRONX								REGION: 11					
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The plan view shows the WB Bruckner Expressway (top) and EB Bruckner Expressway (bottom) with various spans and piers. Key features include:

- Grid Lines:** 131 to 139.
- Contract Limits:** CONTRACT 2 LIMITS OF WORK and CONTRACT 3 LIMITS OF WORK.
- Spans:**
  - SPAN 134 = 82'-10 3/8"
  - SPAN 135 = 87'-0"
  - SPAN 136 = 82'-10 3/8"
  - SPAN M-1 & SPAN 137 = 64'-0"
  - SPAN M-2 & SPAN 138 = 63'-0"
  - SPAN M-3 & SPAN 139 = 64'-0"
- Piers:**
  - PIER 3-14 (133) STA 93+81.47
  - PIER 3-15 (134) STA 94+64.34
  - PIER 3-16 (135) STA 95+51.34
  - PIER 3-17 (136) STA 96+34.21
  - PIER 3-18 (137) STA 96+98.21
  - PIER 3-19 (138) STA 97+61.21
  - PIER 3-20 (139) STA 98+25.21
- Other Features:**
  - PROPOSED BEARING STIFFENER (TYP)
  - PROPOSED CONNECTION PLATE (TYP)
  - PROPOSED FIELD SPLICE (TYP)
  - WB BRUCKNER EXPRESSWAY
  - EB BRUCKNER EXPRESSWAY
  - RAMP M
  - INSTALLATION OF DIAPHRAGMS AND/OR STRENGTHENING OF EXISTING GIRDERS MAY BE REQUIRED IN ORDER TO SATISFY THE LRFD & LRFR REQUIREMENTS SPECIFIED IN THE CONTRACT DOCUMENTS (TYP)

- PIER 133: MAINLINE STRINGERS G7-G12
- PIER 134: MAINLINE STRINGERS G7-G12
- PIER 135: MAINLINE STRINGERS G7-G12
- PIER 137: MAINLINE STRINGERS G1 & G12
- PIER 138: MAINLINE STRINGERS G1 & G12

A red, scalloped rectangular border surrounds a scale bar. The scale bar is marked from 20 to 80 feet, with a 1 inch = 40 feet conversion factor.


1. FOR GENERAL PLANS, SEE DWG. NOS. GP-01 TO GP-10.
2. FOR PROPOSED ELEVATIONS, SEE DWG. NOS. EL-01 TO EL-03.
3. FOR TYPICAL SECTIONS, SEE DWG. NOS. TYP-01 TO TYP-16.
4. FOR STEEL REPAIR TABLES, SEE DWG. NO. SR-03.
5. FOR STEEL REPAIR DETAILS, SEE DWG. NO. SR-04.

XXX PROPOSED PIER NUMBER


X-XX EXISTING PIER NUMBER

—— PROPOSED STEEL FRAMING

—— EXISTING STEEL FRAMING (TO REMAIN)

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT	PIN X731.65	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER D900055	
	CONTRACT 3				INDICATIVE PLANS PROPOSED FRAMING PLAN - 1		
	FROM BARRETTO STREET TO WHITLOCK AVE. AND SHERIDAN BLVD.						
	COUNTY: BRONX REGION: 11				DRAWING NO. FP-01 SHEET NO.		
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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT	PIN X731.65	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER D900055	
	CONTRACT 3				INDICATIVE PLANS  PROPOSED FRAMING PLAN - 2	DRAWING NO. FP-02  SHEET NO.	
	FROM BARRETTO STREET TO WHITLOCK AVE. AND SHERIDAN BLVD.						
	COUNTY: BRONX REGION: 11						
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.						 <b>NEW YORK</b> STATE OF OPPORTUNITY.	<b>Department of Transportation</b>